Feb 28. 2-3-75 Judge Davis
29

Revised

TRANSCRIPT OF RECORD.

SUPREME COURT OF THE UNITED STATES.

No. 702

ISAAC TAYLOR, COLLECTOR OF PEORIA COUNTY, ET AL.,
APPELLANTS,

vs.

JAMES F. SECOR AND WILLIAM TRACY.

APPEAL FROM THE CIRCUIT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF ILLINOIS.

FILED OCTOBER 13, 1875.

SUPREME COURT OF THE UNITED STATES.

No. 702.

ISAAC TAYLOR, COLLECTOR OF PEORIA COUNTY, ET AL., APPELLANTS,

vs.

JAMES F. SECOR AND WILLIAM TRACEY.

APPEAL FROM THE CIRCUIT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF ILLINOIS.

INDEX.

	Original.	Print.
Bond for costs	2	1
Bill of complaint	4	2
Subpœna and return of marshal	57	22
Order granting restraining order	60	24
Order on hearing of injunction	61	24
Order taking same under advisement	62	24
Appearance of defendants (except railway company)	63	25
Stipulation as to filing answer	64	25
Answer of defendants (except railway company)	66	26
Replication to answer	83	31
Report of John Hough, special examiner, and stipulations	85	32
Decree	96	36
Appeal-bond	100	37
Clerk's certificate	102	38
Assignment of errors	103	38
Exhibits	105	39

1 Pleas in the circuit court of the United States of America in and for the northern district of Illinois, before the Hon. Thomas Drummond, circuit judge for the seventh judicial district of the United States, and on Thursday, the second day of September, in the year of our Lord one thousand eight hundred and seventy-five, and of the Independence of the United States the one hundredth year.

WM. H. BRADLEY, *Clerk.*

JAMES F. SECOR AND WILLIAM TRACEY
v.
THE TOLEDO, PEORIA & WARSAW RAILWAY Company; George T. Metzger, collector of Iroquois County; James D. Kilgore, collector of Ford County; Joseph H. Stitt, collector of Livingstone County; Joseph Dennison, collector of McLean County; Ayres M. Whitaker, collector of Woodford County; Thomas Cooper, collector of Tazewell County; Isaac Taylor, collector of Peoria County; Job Walker, collector of Fulton County; Anthony Thornton, collector of McDonough County; Peter Frey, collector of Hancock County, and George Bell, collector of Henderson County. } In chancery.

2 Be it remembered that on the 28th day of February, in the year of our Lord one thousand eight hnndred and seventy-four, said complainants, by Ingersoll & Puterbaugh, their solicitors, came and filed, in the office of the clerk of the circuit court of the United States for the northern district of Illinois, their bill of complaint against the above-named defendants, together with a bond for costs, which bond and bill of complaint reads in the words and figures following, to wit:

Bond for costs.

UNITED STATES OF AMERICA,
Northern District of Illinois:

United States circuit court to Mch. term, A. D. 1874.

JAMES F. SECOR AND WILLIAM TRACY
v.
T., P. & W. RY. CO. ET AL.

I enter myself security for costs in this cause and promise to pay all costs which may accrue to the opposite party in this action, or to any of the officers of this court; and in default of payment by the plaintiffs of any costs ordered or adjudged to be paid by them, hereby agree
3 and stipulate that execution may issue against my property for any costs taxed against them.

Dated this 28th day of February, A. D. 1874.

R. G. INGERSOLL.

(Endorsed:) Filed Feb'y 28th, A. D. 1874. W. H. Bradley, clerk.
REC. 702—1

SUPREME COURT OF THE UNITED STATES.

No. 702.

ISAAC TAYLOR, COLLECTOR OF PEORIA COUNTY, ET AL., APPELLANTS,

vs.

JAMES F. SECOR AND WILLIAM TRACEY.

APPEAL FROM THE CIRCUIT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF ILLINOIS.

INDEX.

	Original.	Print.
Bond for costs	2	1
Bill of complaint	4	2
Subpœna and return of marshal	57	22
Order granting restraining order	60	24
Order on hearing of injunction	61	24
Order taking same under advisement	62	24
Appearance of defendants (except railway company)	63	25
Stipulation as to filing answer	64	25
Answer of defendants (except railway company)	66	26
Replication to answer	83	31
Report of John Hough, special examiner, and stipulations	85	32
Decree	96	36
Appeal-bond	100	37
Clerk's certificate	102	38
Assignment of errors	103	38
Exhibits	105	39

1 Pleas in the circuit court of the United States of America in and for the northern district of Illinois, before the Hon. Thomas Drummond, circuit judge for the seventh judicial district of the United States, and on Thursday, the second day of September, in the year of our Lord one thousand eight hundred and seventy-five, and of the Independence of the United States the one hundredth year.

WM. H. BRADLEY, *Clerk.*

JAMES F. SECOR AND WILLIAM TRACEY
v.
THE TOLEDO, PEORIA & WARSAW RAILWAY Company; George T. Metzger, collector of Iroquois County; James D. Kilgore, collector of Ford County; Joseph H. Stitt, collector of Livingstone County; Joseph Dennison, collector of McLean County; Ayres M. Whitaker, collector of Woodford County; Thomas Cooper, collector of Tazewell County; Isaac Taylor, collector of Peoria County; Job Walker, collector of Fulton County; Anthony Thornton, collector of McDonough County; Peter Frey, collector of Hancock County, and George Bell, collector of Henderson County. } In chancery.

2 Be it remembered that on the 28th day of February, in the year of our Lord one thousand eight hnndred and seventy-four, said complainants, by Ingersoll & Puterbaugh, their solicitors, came and filed, in the office of the clerk of the circuit court of the United States for the northern district of Illinois, their bill of complaint against the above-named defendants, together with a bond for costs, which bond and bill of complaint reads in the words and figures following, to wit:

Bond for costs.

UNITED STATES OF AMERICA,
Northern District of Illinois:

United States circuit court to Mch. term, A. D. 1874.

JAMES F. SECOR AND WILLIAM TRACY
v.
T., P. & W. RY. CO. ET AL.

I enter myself security for costs in this cause and promise to pay all costs which may accrue to the opposite party in this action, or to any of the officers of this court; and in default of payment by the plaintiffs of any costs ordered or adjudged to be paid by them, hereby agree
3 and stipulate that execution may issue against my property for any costs taxed against them.

Dated this 28th day of February, A. D. 1874.

R. G. INGERSOLL.

(Endorsed:) Filed Feb'y 28th, A. D. 1874. W. H. Bradley, clerk.
REC. 702—1

4 *Bill of complaint.*

In U. S. circuit court

JAMES F. SECOR AND WM. TRACY
vs.
THE TOLEDO, PEORIA & WARSAW RY. CO. ET AL.

United States circuit court, northern district of Illinois.

To the honorable judges of the circuit court of the United States for the northern district of Illinois:

James F. Secor and William Tracy, citizens of the State of New York, bring this their bill of complaint against the Toledo, Peoria and Warsaw Railway Company, a corporation created by and organized under the laws of the State of Illinois and transacting business in said State, and George T. Metzger, collector of Iroquois County; James D. Kilgore, collector of Ford County; Joseph H. Stitt, collector of Livingston County; Joseph Denison, collector of McLean County; Ayres M. Whittaker, collector of Woodford County; Thomas Cooper, collector of Tazewell County; Isaac Tayler, collector of Peoria County; Job Walker,
5 collector of Fulton County; Anthony Thornton, collector of McDonough County; Peter Frey, collector of Hancock County; and George Bell, collector of Henderson County, citizens of the State of Illinois, all of said counties being in the State of Illinois.

Whereupon your orators complain and say that the said Toledo, Peoria and Warsaw Railway Company was created by and organized under "An act to incorporate the Peoria and Oquawka Railroad Company," approved Feby. 12, 1849, and "An act to amend an act entitled 'An act to incorporate the Peoria and Oquawka Railroad Company, approved Feby. 12, 1849,'" approved Feby. 10, 1851, and "An act for the relief of the Peoria and Oquawka Railroad Company," approved June 21, 1852, and "An act to amend an act entitled 'An act to incorporate the Peoria and Oquawka Railroad Company,' "approved Feby. 10, 1851, approved June 22, 1852, and "An act granting additional powers to the Peoria and Oquawka Railroad Company," approved Feby. 15, 1855, and "An act to increase the capital stock of the Peoria and Oquawka Railroad Company," approved Feby. 14, 1855, and "An act to amend an act entitled 'An act to incorporate the Peoria and Oquawka Railroad Company, approved Feby. 12, 1849,'" approved Feb'y 21, 1861, by which last mentioned act the name of the said company was changed to the Logansport, Peoria and Burlington Railroad Company, and also "An act to provide
6 for the re-organization of the Logansport, Peoria and Burlington Railroad Company," approved Feb. 14, 1863, and by various other acts of the said general assembly, all duly accepted by the said Toledo, Peoria & Warsaw Railway Company.

Your orators further show unto your honors that on the 1st day of May, A. D. 1873, the said Toledo, Peoria and Warsaw Railway Company either owned or was in the possession of the property described in schedule No. one, hereto attached, and was on the day and year last aforesaid using the same in the operation of its railway, which said railway extends from State Line, in the county of Iroquois, westwardly through said county of Iroquois, and the counties of Livingston, McLean, Woodford, Tazewell, Peoria, Fulton, McDonough, and Hancock, to the city of Warsaw, and a branch of the same from La Harpe, in the county of Hancock, extending from said La Harpe through the coun-

ties of Hancock and Henderson to a point opposite the city of Burlington, State of Iowa; and that said road is divided into three divisions, to wit, the eastern, western, and Burlington branch. That the eastern division includes that part of the road between State Line and Lower Peoria, including the bridge over the Illinois River at Peoria, and all the depots, side-tracks, shops, and all property in said city of Peoria; that the western division, including all that part of the road extending from Hollis, in the county of Peoria, to the city of Warsaw,
7 and the Burling branch includes that part of road between La Harpe aforesaid and said city of Burlington, together with the lands, property, and track in the city of Burlington, and all of said property was used in the transportation of persons and propety.

Your orators further show unto your honors that by an act of the general assembly of the State of Illinois entitled "An act for the assessment of property, and for the levy and collection of taxes," approved March 30, 1872, every company or corporation owning or operating a railroad in said State was required during the month of May, 1873, to make and file with the county clerks of the respective counties in which the railroad of such company or corporation was located, a sworn list or schedule showing the property held by such company or corporation for right of way, and the length of the main and all side and second tracks and turnouts in such county and in each city, town, and village in the same, and the value thereof. Also the value of all improvements and stations located on said right of way, all of which property was denominated by said act "railroad-track." The said act further required every company or corporation to make and file with said county clerks a like sworn list or schedule of all engines and cars used or operated by it, and the number of miles of main track on which said engines and cars were used in said State, and the number of miles of main track on which said engines and cars were used elsewhere, which
8 said engines and cars were denominated by said act "rolling stock."

The said act also required every such company or corporation to make and file with said county clerks a like sworn list or schedule of all real estate belonging to it, including the stations and other buildings and structures thereon other than that denominated "railroad-track," and that such real estate should be listed as lands or lots in the county, town, village, district, or city where the same were located, and that a like list or schedule should be made and filed with said county clerks of all tools and materials for repairs and of all other personal property of every such company or corporation not denominated "rolling-stock" which should be listed or assessed in the county, town, village, district, or city where the same was on the first day of May, 1873.

Your orators further show unto your honors that the said Toledo, Peoria and Warsaw Railroad Company, during the month of May, 1873, made and filed with the county clerks of the respective counties in which the railroad controlled or operated by said company was located, sworn lists or schedules of all the property owned or controlled by said company, as required by the said act of the general assembly of Illinois hereinbefore mentioned, which said property was described and
9 valued in said lists or schedules as required by law, and valued as stated in schedule No. one, hereto attached. And your orator further shows that the said Toledo, Peoria and Warsaw Railway Company neither owned, controlled, used, or operated, or had any other railroad-track, rolling-stock, lands, lots, or personal property on the first day of May, 1873 than in said schedule mentioned.

Your orators further show unto your honors that the said act of the

general assembly of Illinois required every company or corporation running or operating a railroad in said State to make and return to the auditor of public accounts during the month of May, 1873, a sworn statements or schedules, as follows:

First. Of all the property denominated "railroad-track," giving the length of main and side or second tracks and turnouts, and showing the proportions in each county and the total in the State.

Second. The "rolling-stock," giving the length of the main track in each county, the total in the State, and the entire length of the road.

Third. Showing the number of ties in track per mile, the weight of iron or steel per yard used in main or side tracks, what joints or chairs were used in track, the ballasting of road, whether gravelled or dirt, the number and quality of buildings or other structures on railroad-track, the length of the time iron in track had been used, and the length
10 of time the road had been built.

Fourth. A statement or schedule showing, 1st, the amount of capital stock authorized, and the number of shares into which such capital stock is divided; 2d, the amount of capital stock paid up; 3, the market-value, or, if no market-value, then the actual value of the shares of stock; 4, the total amount of all indebtedness, except for current expenses, for operating on the road.

5. The total listed valuation of all its tangible property in the State.

Such schedule to be made in conformity to such instructions and forms as might be prescribed by the auditor of public accounts.

Your orators further show unto your honors that the said Toledo, Peoria and Warsaw Railway Company made out and returned to the auditor of public accounts a sworn statement, or schedule, as required by said act, and at the time and in the manner required by the same, a copy of which is hereto attached, marked "schedule No. two," and made a part hereof, to which your orators crave leave to refer with the same benefit to themselves as if the same were herein fully set forth.

Your orators further show unto your honors that after the said sworn list, or schedule, was so made and returned by said Toledo, Peoria and Warsaw Railway Company to the several county clerks as afore-
11 said, the town assessors of the said several counties, acting under the township organization law of said State, and the county assessors in other counties without any authority of law, and without notice to the said Toledo, Peoria and Warsaw Railway Company or its agents, although it had known agents in each of said counties, made the additions in their several assessment-books to the listed value of said property specified in schedule No. one, hereto attached, a portion of which additions are lands included in the property denominated "railroad-track," and other portions thereof are of additions to the value of lands not included in said "railroad-track," and additions to the value of personal property not denominated "rolling-stock," all of which additions are particularly set forth in schedule No. one, hereto attached, and all of which were made without notice as aforesaid. That the said assessment-books, with said additions therein so made by said town and county assessors, were submitted to the respective county boards of equalization, as required by law, and thereupon the said county boards of equalization, respectively, made the additions to the value of the property of the said Toledo, Peoria and Warsaw Railway Company, specified in said schedule No. one, hereto attached. That the said county boards of equalization, respectively, having revised and equalized the said assessments, caused the said assessment-books to be made to conform thereto, and to be filed in the offices of said county

12 clerks respectively, and said county clerks thereafter certified an abstract of the said books to the said auditor of public accounts.

Your orators further show unto your honors that, by said act of the general assembly of Illinois, a board of equalization was created, with certain powers and duties hereinafter mentioned, relative to the valuation of property for the purpose of taxation, and an abstract of the returns as required to be made to said county clerks as aforesaid, and of any additions made thereto by town or county assessors, or by county boards of equalization; and the said returns so required to be made to the auditor of public accounts as aforesaid were required to be submitted to said board, to enable the members thereof to perform the duties imposed upon them relative to the valuation of railroad property for the purpose of taxation.

Your orators further show unto your honors that the constitution of the State of Illinois requires that the property of every person and corporation shall, for the purpose of taxation, be valued separately and not otherwise, so that every person and corporation shall pay a tax in proportion to the value of his individual or its separate property, and that any act of general assembly of said State requiring such valuation to be made by counties, so that each county shall pay a tax in proportion to its property, without such separate valuation of the property of each person and corporation, or requiring such

13 valuation to be made by a classification of property or properties, without such separate valuation of the property of each person and corporation, is in violation of the said constitution; that the said act of the general assembly of Illinois confers powers and imposes duties in contravention to the said constitution in this, that it requires the said board of equalization to consider all property listed and assessed in different counties, by a classification of the same into the classes of personal property, railroad and telegraph property, lands, and town and city lots, and upon such consideration to determine what addition to or deduction from the aggregate assessed value of each of said classes should be made in any county or throughout the State, and requires the said board to make such addition or deduction by a rate per cent. on the aggregate assessed value of each class and not otherwise, thereby authorizing and requiring the valuation of property of persons, listed or assessed at its actual value, to be increased beyond such value, solely for the reason that property of the same arbitrary class belonging to other persons has been listed or assessed at less than its true value, the individual rights secured by the constitution are, by the said act, entirely ignored, in order that each arbitrary class of property and each county may pay a proportionate tax.

Your orators further shew unto your honors that the said board of equalization convened at Springfield, in said State, on the 12

14 day of August, 1873, and under color of said act proceeded to add to and deduct from the listed and assessed valuations of personal property and lands and lots returned to said auditor of public accounts by said county clerks, without making or pretending to make any re-assessment or revaluation of said personal property, lands or lots, so belonging to or controlled by said Toledo, Peoria and Warsaw Railway Company as aforesaid, and mentioned and described in schedule No. one, hereto attached. The sums so added and deducted are set opposite the respective parcels and descriptions of property in said schedule mentioned, and the only and sole reason for making said additions and deductions was to equalize the listed and assessed value of said property with the listed and assessed value of the property of

the same class in other counties in the State, and that such additions and deductions were not only made without any valuation or revaluation of the property so controlled and belonging to the said Toledo, Peoria, and Warsaw Railway Company, but without regard to the value of such property separate from the class in which the same was arbitrarily placed as aforesaid; and your orators are advised that all of said additions are without authority of law, and that any and all taxes assessed thereon are illegal exactions, in violation of the constitution of said State.

15 Your orators further show unto your honors that the said board of equalization, at its said session so held as aforesaid, under color of the said act, proceeded to assess the value of the said railroad-track so owned and occupied by the said Toledo, Peoria and Warsaw Railway Company, and to distribute such assessment to the several counties in which said road was and is located. The aggregate listed value of said "railroad-track," as returned to the said county clerks and to the said auditors of public accounts, was $648,436.41, which was distributed to the several counties in which said railroad-track was located according to the value of the same in each of said counties, said schedule No. one containing the said listed value for each county, to which your orators crave leave to refer with the same benefit to themselves as if they were herein set forth at length; that the said board of equalization assessed the aggregate value of said "railroad-track" at the sum of $1,629,556, and pretended to distribute the said sum to the said several counties without regard to the actual value of said property in said several counties, but according to the length of the main track of said railroad in the same, but in fact distributed the said sum neither according to the actual or assessed value in the said several counties, nor according to the length of the main track of the

16 said railroad in the same, but without rule or according to some rule unknown to your orators.

Your orators further show unto your honors that the value per mile of the right of way, iron and steel rails laid thereon, bridging, etc., of which said railroad-track is comprised, is widely different in said different counties, and in some counties is more than quadruple the value per mile of the value per mile in other of said counties, and that by means of the distribution of the assessed value of said railroad-track, as made by said board of equalization, the said Toledo, Peoria and Warsaw Railway Company is liable to be assessed for taxes in one county upon property owned in another county. That the county, city, town, village, and special taxes in said counties are widely different, and that such taxes cannot be levied upon an assessment so made as aforesaid so as to be uniform as to property within the jurisdiction of the body imposing the same, wherefore any and all county, city, town, village, and special taxes levied upon the said assessment so made and distributed by the said board of equalization, are illegal exactions, made in violation of the constitution of the State of Illinois.

Your orators further show unto your honors that the said board of equalization, at its said session so held as aforesaid, proceeded under color of said act to assess the value of the rolling-stock of the said

17 Toledo, Peoria and Warsaw Railway Company. The aggregate listed value of said rolling-stock, as returned to the said auditor of public accounts, was $388,039, and the aggregate value of the same, as assessed by the said board of equalization, was $1,000,110; which assessed value was, without authority of law and in violation thereof, distributed by said board of equalization to the several counties, and in *in* the manner mentioned in said schedules No. one, hereto annexed.

Your orators further show unto your honors that the said act of the general assembly of Illiniois further required the capital stock of all companies and associations created under the laws of said State should be so valued by the State board of equalization as to ascertain and determine the fair cash value of such capital stock, including the franchise, over and above the assessed value of the tangible property of such company or association. That such board should adopt such rules and principles for ascertaining the fair cash value of such capital stock as to it might seem equitable and just, and such rules and principles when so adopted if not inconsistent with said act should be as binding and of the same effect as if contained in said act, subject, however, to such change, alteration, or amendment as might be found from time to time to be necessary by the said board.

Your orators further show unto your honors that the said Toledo,
18 Peoria and Warsaw Railway Company was, on the 1st day of May, 1873, indebted to divers persons in the sum of $7,184,719.37, specified in certain bonds theretofore issued by said company becoming due at different times, but all of them coming due some years hence, and bearing interest at the rate of seven per cent. per annum, payable semi-annually, which bonds were transferrable by delivery, and the principal and interest of the same was payable in New York; that nearly all of said bonds were on the 1st day of May, 1873, held by persons other than citizens or residents of the State of Illiniois.

Your orators further show unto your honors that the said board of equalization at its session so held as aforesaid proceeded under color of said act to adopt the following rules:

First. The market or fair cash value of the shares of capital stock, and the market or fair cash value of the debt, excluding from such debt the indebtedness for current expenses, shall be combined or added together, and the aggregate amount so ascertained shall be taken and held to be the fair cash value of the capital stock, including the franchise, respectively of such companies or associations.

Second. From the aggregate amount ascertained as aforesaid there shall be deducted the aggregate amount of the equalized or assessed valuation of all the tangible property respectively of such com-
19 panies and associations, such equalized or assessed valuation being taken in each case as the same may be determined by the equalization or assessment of property by this board, and the amount remaining in each case, if any, shall be taken and held to be the amount and fair cash value of the capital stock, including the franchise, which this board is required by law to assess respectively against companies and associations created under the laws of this State.

Your orators further show unto your honors that the said board of equalization, at its session held as aforesaid, proceeded to assess, and did assess, the said Toledo, Peoria and Warsaw Railway Company the sum of $2,003,415.00 as and for the value of its capital stock, including its franchise, over and above the assessed value of its tangible property, which sum last mentioned the said board of equalization distributed to the several counties mentioned in said schedule No. 1, hereto annexed, and in the proportions therein mentioned.

Your orators further show unto your honors that they are advised, and so charge the fact to be, that the said board of equalization in ascertaining the value of the capital stock and franchises of the Toledo, Peoria and Warsaw Railway Company, included the said debt of the said company in accordance with the rule so adopted by the said board, as hereinbefore set forth.

Your orators further show unto your honors that the said pre-
20 tended equalization of lands, lots, and personal property, and said pretended assessments of railroad-track, rolling-stock, and capital stock, including the franchise so made by the said board of equalization as aforesaid, were made without notice to said corporations respectively interested therein, and without any hearing, or opportunity to be heard, on the part of either of them. That the constitution of the State of Illinois requires taxation of franchises to be made under a general law enacted by the general assembly of said State prescribing a rule, uniform in its operation, for that purpose; and that the general assembly of said State could not delegate its authority in this respect to this board of equalization in the manner in said act provided; and that the said general assembly could not provide for the election or appointment of persons to ascertain the value of the property of one class of persons and elect and appoint other persons to ascertain the value of the property of other classes of persons. That said act allowed the said equalization and assessments to be made by vote of a minority of the members of said board in favor of the same, and that in these respects the act is in violation of the constitution of said State.

Your orators further show unto your honors that the said board of equalization did not attempt or pretend to assess the value of the franchise of said corporation apart from the capital stock thereof; and if any such value was included in the value of such capital stock, it is so
21 intermingled therewith that the same cannot be separated, and that by reason thereof the entire assessment is void. That the capital stock of a corporation is an artificial species of property created by legislative enactments, and is entirely distinct and different from the capital of such corporation; that such capital stock is not, and cannot be, owned by the corporation, and is the property of the stockholders thereof; and that the said assessment so made by said board of equalization against said corporation for capital stock is void, for the reason that said corporation had not, and could not have, any property therein; that so much of said act as requires the assessment of the capital stock of said corporation was not designed as a means to enable said board to assess the capital of said corporation, but said act requires not only the capital of corporations to be assessed, but their capital stock to be assessed to the corporations in addition thereto.

Your orators further show unto your honors that the distribution of the amount required to be assessed for the capital stock of said corporation, in the manner required by said act, is in violation of the constitution of said State, requiring county, city, town, village, and special taxes to be levied so as to be uniform as to property within the jurisdiction of the body imposing the same; that the said board of equalization having completed said illegal and void equalization and assessments, so made as aforesaid, the chairman and secretary of said board certified to the said auditor of public accounts the rates finally adopted by
22 said board, to be added to or deducted from the listed or assessed value of each class of property in the several counties, and also the amounts assessed by the said board; whereupon the said auditor of public accounts reported the action of said board to the several county clerks aforesaid, which rates of addition and deduction and assessed values are particularly set forth in said schedule No. one, hereto annexed.

Your orators further show unto your honors that by an act of the general assembly of the State of Illinois, entitled "An act to provide the necessary revenue for State purposes," approved May the 8, 1873,

it was provided that there should be raised, by levying a tax by valuation upon the taxable property of said State, the following sums, for the following purposes: For general State purposes, to be designated "revenue-fund," the sum of two million five hundred thousand dollars upon the assessed value of property for the year 1873, and for the State school purposes, to be designated "State school-fund," (in lieu of the two-mill tax therefor,) one million dollars; and that it should be the duty of the governor and auditor annually to compute the separate rates per cent. required to produce not less than the above amounts, and, when so ascertained, it should be the duty of the auditor to certify to the county clerks the proper separate rates per cent. therefor.

Your orators further show unto your honors that the said auditor of public accounts, under color of said act, did, on or about the month of November, 1873, certify to the several county clerks of said
23 State the rate of two and seven-tenths mills on each dollar's valuation of property for general State purposes, and the rate of nine-tenths of one mill on each dollar's valuation of property for State school purposes, and did in said certificate require said county clerks to extend the same against the valuation of all property assessed in their respective counties for the year 1873 as equalized or assessed by the said board of equalization, said rates being in the aggregate equal to three and six-tenths mills on each dollar, or thirty-six cents on each one hundred dollars of equalized or assessed valuation, and in detail as follows: For revenue purposes, 27 cents on each $100.00; for State school purposes, 9 cents on each $100.00.

Your orators further show unto your honors that, in pursuance of the said direction of the auditor of public accounts, the said county clerks of the said several counties in which the railroad so operated by the said Toledo, Peoria and Warsaw Railway Company is located, as aforesaid, have extended on tax-books of said counties, respectively, for the year 1873, the said assessments so made and equalized by said board of equalization as aforesaid, and the assessments so extended thereby became the basis upon which all State, county, town, village, city, and special taxes were levied for the year 1873, so far as the same were levied by or through the agency of the said county clerks in extend-
24 ing the same in the tax-books of said counties, respectively; that the said county clerks have respectively computed the State taxes for the year 1873 in accordance with the said certificate of the auditor, and extended the same against the said illegal valuations of all property so illegally assessed against the Toledo, Peoria and Warsaw Railway Company, and have also assessed against said illegal valuations of property divers county, corporation, town, and other taxes against the said corporation, and have respectively issued warrants in due form of law to the respective collectors of said counties for the collection of all of said taxes, and the said respective collectors now threaten, by virtue of said warrants, to seize, levy upon, and sell the property of said Toledo, Peoria and Warsaw Railway Company, unless said taxes are paid; and your orators are informed and believe that said respective collectors will, by virtue of the said respective warrants, so issued to them as aforesaid, seize, levy upon, and sell the property of the said corporation for the payment of said taxes, unless they are restrained from so doing by an injunction issued by said circuit court of the United States for the district aforesaid.

Your orators further show unto your honors that the said certificate of the said auditor of public accounts was the only authority of the said county clerks for extending said State tax, and that the rates

specified in said certificate levied upon the said valuation of property will produce a large sum of money, to wit, the sum of one million
25 dollars and upwards; more than the sum so authorized and required by law for State purposes for the year 1873.

Your orators further show unto your honors that by an act of the general assembly of said State, approved April 15, 1869, whenever any county, township, incorporated town, or city had created or should create a debt under any law of said State to aid in the construction of any railway or railways that should be completed within ten years after the date of said act, whose line should near to, into, or through said county, township, city, or town, all taxes for the period of ten years collected & paid into the State treasury on any increased valuation of the taxable property of any such county, township, town, or city, as shown by the annual assessment-rolls, over and above the amount of the assessment-roll for the year 1868, excepting the State school-tax & the two-mill tax provided by the then constitution of the State, were to be applied by the State treasurer in payment of the principal and interest of said debt so created by such county, township, city, or town in aid of any railroad or railroads, and for said period of ten years all taxes collected in any such county, township, city, or town, for any purpose whatever, on the assessment of the railroad or railroads for whom said debt was incurred, including the road-bed, and superstructure, and all fixtures and appurtenances thereof, the locomotives, cars, machinery and
26 machine-shops, depots, and all other property, real and personal, of said railroad company within such county, township, city, or town, should be paid to the State treasurer, and be by him applied in payment of the principal and interest of the debt so contracted by such county, township, city, or town in aid of any railroad or railroads.

Your orators further show unto your honors that by the said act the said auditor of public accounts was required to deduct from the total equalized and assessed value of all the property in the State the amount of said increased valuation of the taxable property above the valuation in the year 1868 in such counties, townships, cities, and towns as were entitled to the benefit of said act, and upon the amount remaining he should cause to be collected such a per cent. as would be sufficient to pay the appropriations and other demands upon the treasury due to the end of each fiscal year; and the same per cent. should also be collected on the said increased valuation above the valuation of the year 1868, and applied for the benefit of such counties, townships, cities, and towns in payment of their said debts so created in aid of railroads.

Your orators further show unto your honors that prior to the year 1873 divers counties, townships, incorporated towns, and cities in said State had become largely indebted for the purpose of aiding railroads, which indebtedness was outstanding and unpaid at the time the
27 said auditor of public accounts made and certified the rate per cent. for revenue purposes to the said county clerks as aforesaid; and that it then appeared from the assessment-rolls of the taxable property of such counties, townships, towns, and cities for the year 1873 that there had been a large increase in the valuation of such property above the valuation for the year 1868; and thereupon the said auditor of public accounts, under color of the said act of 1869, and without authority of law, deducted the amount of such apparent increased valuation from the total equalized and assessed value of all the property in the State, and on the amount remaining computed a rate per cent. sufficient to raise the said two million five hundred thousand dollars, which rate was the said two and seven-tenths mills so

certified as aforesaid, and certified the same rate to be assessed upon said apparent increased valuation, which rate upon said apparent increased valuation will produce upwards of one million of dollars to be applied in payment of said indebtedness of said counties, townships, towns, and cities. and that by reason of the deduction so made as aforesaid the rate per cent. so certified by said auditor to said county clerks was increased about nine-tenths of one mill on each dollar of total equalized and assessed value of the entire property of the State.

Your orators further show unto your honors that from the year 1868 to the year 1873, inclusive, there was little or no increase in the
28 real value of property in the said counties, townships, towns and cities which had become indebted for railroad purposes, as aforesaid, and that said apparently increased value of the property of such counties, townships, cities, and towns, was occasioned by arbitrarily placing a greater value upon all the property in the State for the purposes of taxation, and not by any real increase of such value to the amount of such apparent increase.

Your orators further show unto your honors that the action of said auditor of public accounts under color of said act of 1869, produces a result forbidden by the constitution of said State, and that, as your orators are advised and believe, unauthorized by the laws thereof; that by reason of the said illegal rate so arrived at and certified by said auditor, the taxes levied and required to be collected of the said Toledo, Peoria and Warsaw Railway Company for State purposes, are increased about one-third of the whole amount thereof, but the precise amount in dollars and cents your orators are unable to state.

Your orators further show unto your honors that the said complainants, trustees as aforesaid, have frequently, and in a friendly manner, applied to the managing officers of said Toledo, Peoria and Warsaw Railway Company, and requested them in some manner to relieve them, the said trustees, from the burthen of the said taxes so imposed against
29 said property on account of the capital stock and rolling stock of the said company, but with such reasonable requests the said company refuses to comply, and threatens to allow the property of the said Toledo, Peoria & Warsaw Railway Company to be sold for the payment of said taxes, which your orator is informed and believes will be done unless the said collectors are respectively restrained from so doing.

Your orators further show that any application of the funds of the Toledo, Peoria and Warsaw Railway Company to the payment of said unjust and illegal taxes would be a breach of trust on its part, and that a large number of the shareholders of said company, including your orators, would have notified the directors thereof, that such shareholders will hold said company and directors responsible for any misapplication of the funds of said corporation in that respect, and if any such payment should be made it would subject said corporation to a multiplicity of suits in favor of the numerous shareholders of the same. That if said directors of the Toledo, Peoria and Warsaw Railway Company should suffer its property to be levied upon and sold for the payment of said taxes, it would not only subject it to a multiplicity of suits, but would produce irremediable injury to said corporation and its shareholders, that such sale would delay its business and diminish its gains.

Your orators further show unto your honors that the said capital
30 stock of the said Toledo, Peoria and Warsaw Railway Company was, on the said first day of May, A. D. 1873, utterly worthless and of no value whatever at that time. That the property of said com-

pany was not at that time of more than sufficient value to pay the bonded debt of the said company, and that the action of the said board of equalization in assessing the capital stock of the said Toledo, Peoria and Warsaw Railway Company at more than two million dollars was wholly illegal and void.

Your orators further show unto your honors that they are ready and willing, and hereby offer, to pay for the said Toledo, Peoria and Warsaw Railway Company so much of said taxes as have been legally assessed against said company, and hereby offer to bring the money into this honorable court for that purpose, as soon as the amount thereof can be ascertained, but your orators are now unable to ascertain such amount, and therefore cannot make a tender of the same.

Your orators further show unto your honors that the said Toledo, Peoria and Warsaw Railway Company did, on the second day of May, A. D. 1870, make, execute, and deliver to your orators a certain deed of trust in the nature of a mortgage of and upon all the property then owned or thereafter to be acquired by the said Toledo, Peoria and Warsaw Railroad Company, to secure the payment of certain bonds therein mentioned, of the denomination of one thousand dollars each, with
31 interest at the rate of seven per (A true copy, Thos. H. Williams, asst. secty.) cent. per annum, which said deed of trust is and was in the words and figures following, that is to say:

"This indenture, made the second day of May, in the year of our Lord one thousand eight hundred and seventy, between the Toledo, Peoria and Warsaw Railway Company of the first part, and James F. Secor and William Tracy, both of New York, of the second part, witnesseth, that the party of the first part in consideration of the sum of six million two hundred thousand dollars, represented by the bonds of the said party hereinafter mentioned, already made and outstanding, and hereafter to be made by the party of the first part, and negotiated as in this indenture is hereafter provided, and of one dollar to the said party of the first part paid by the parties of the second part, hath granted, bargained, and sold, enfeoffed, conveyed and confirmed, and hereby doth grant, bargain, sell, enfeoff, convey, and confirm, to the parties of the second part in their possession now being, as joint tenants, and not as tenants in common, and to the survivor and to such person and persons as may by the provisions hereinafter contained become the successor in the trust in this indenture provided, and to their heirs and assigns forever, the railroad and railroad property belonging to the party of the first part, and now in operation, known as the Toledo, Peoria and Warsaw Railway, in the State of Illinois, commencing at the eastern boundary of the State of Illinois, where it connects with the Toledo, Logans-
32 port and Burlington Railway, in the State of Indiana, and extending westerly to the westerly boundary of the State of Illinois, in the city of Warsaw, on the Mississippi River, including and comprising all the land connected with and used in connection with the said railway for road-bed, tracks, sidings, branches, stations, shops, depots, and yards, and all the rolling-stock, engines, cars, tools, machinery, furniture, and apparatus now used in operating and in connection with the said railway, or which may be hereafter acquired for the purpose of being used by the said party of the first part in the operation of the said railway, the intention of this indenture being, under the description aforesaid, to include all the real and personal estate of the party of the first part, now owned or hereafter to be acquired, to be used in connection with the use and operation of the said railway. To have and to hold the same to the parties of the second part, as joint tenants, and

not as tenants in common, and to their survivor and to such persons as may succeed them as trustees, as hereinafter provided, their heirs and assigns forever, in trust and for the uses and purposes following, that is to say:

"Whereas the party of the first part holds the premises hereinbefore described, subject to the lien of the following mortgages:

"First. A mortgage given by the Peoria and Oquawka Railroad Company, dated March 11, 1857, to William H. Osborn and J. Newton Perkins, of New York, trustees, covering a portion of the said railway, with its appurtenances, then lying between the track of the Chicago,
33 Alton and St. Louis Railroad and the west line of the State of Indiana, to secure the payment of seven hundred and fifty bonds of one thousand dollars each, with the interest thereon.

"Second. A mortgage given by the party of the first part, dated the sixteenth day of May, in the year one thousand eight hundred and sixty-four, to Edward Weston and Henry G. De Forest, of New York, trustees, covering the portion or division of the said railway, with its appurtenances, extending from the city of Peoria to the west line of the State of Indiana, the western terminus of such portion or division being within the city of Peoria, and the eastern terminus being at the eastern boundary of the State of Illinois, to secure the payment of sixteen hundred bonds made by the party of the first part, each for one thousand dollars, with the interest thereon semi-annually, numbered consecutively from one to sixteen hundred inclusive.

"Third. A mortgage given by the party of the first part, dated the first day of February, 1866, to Joseph T. Thomas, esquire, of Philadelphia, in trust, covering a portion or division of the said railway, with its appurtenances, commencing at the Mississippi River, at the town of Warsaw, and running thence eastward to the Illinois River, at Peoria, to secure the payment of eighteen hundred bonds, made by the party of the first part, each for one thousand dollars, with the interest thereon, numbered consecutively from one to eighteen hundred inclusive.

34 "Fourth. A mortgage given by the party of the first part, dated the first day of April, in the year one thousand eight hundred and sixty-six, to George I. Forest, of the city of New York, covering the same portion, or division, of the said railway and its appurtenances last mentioned and described, in trust, to secure the payment of thirteen hundred bonds, made by the party of the first part, each for one thousand dollars, with the interest thereon, numbered from one to thirteen hundred inclusive.

"And whereas, also, the party of the first part has outstanding twelve hundred bonds, each for one thousand dollars and interest, numbered consecutively from one to twelve hundred inclusive, which are called and known as equipment bonds, given for means to procure further equipment of its railway since its organization as a corporation, and which equipment bonds are not secured by any mortgage or other lien.

"And whereas the party of the first part is desirous of consolidating the debt existing against it, secured by the bonds secured by the said mortgages to Edward Weston and Henry G. De Forest to Joseph T. Thomas and to George I. Forest, and the said equipment bonds, and in addition thereto the further sum of three hundred thousand dollars, to be represented by three hundred bonds, each for one thousand dollars, to be hereafter issued, pursuant to the terms hereof, so as to issue six thousand two hundred bonds in all, each for one thou-
35 sand dollars and interest, and that all its debt, exclusive of that secured by the mortgage to Osborn & Perkins, shall amount only

to six million two hundred thousand dollars, in bonds for one thousand dollars each, and in order that all shall be secured by this mortgage:

"Now, therefore, this indenture witnesseth, that the foregoing grant and conveyance is intended as a mortgage to secure the payment of the principal and interest upon six thousand and two hundred bonds, each for one thousand dollars, payable on the first day of May, in the year of our Lord one thousand nine hundred and ten, with interest thereon at the rate of seven per cent. per annum, payable semi-annually upon the first days of May and November in each year, upon presentation at the office or agency of the party of the first part in the city of New York, to be made and issued only in the manner and as hereinafter provided, that is to say:

"First. A class of bonds to be denominated and marked 'Class A,' to consist of fifteen hundred bonds, each for one thousand dollars, to be numbered consecutively from number one to number fifteen hundred, inclusive. Twelve hundred of such bonds, being those numbered from one to twelve hundred, are to be issued only in exchange for the twelve hundred equipment bonds hereinbefore mentioned, until after all such equipment bonds shall have been exchanged for them or cancelled. The remaining three hundred, being those numbered from twelve hun-
36 dred and one to fifteen hundred, may be used by the company in payment of equipment and operating expenses.

"Second. A class of bonds, to be denominated and marked Class B, to consist of sixteen hundred bonds, each for one thousand dollars, to be numbered consecutively from number one to number sixteen hundred inclusive. These are to be issued only in exchange for the above-mentioned outstanding sixteen hundred bonds, secured upon the said mortgage to Edward Weston and Henry G. DeForest, covering the eastern division of the railroad, of the party of the first part, being the portion thereof lying between the Illinois River and the western boundary of Indiana, until after all such last-mentioned bonds shall have been exchanged for them or cancelled.

"Third. A class of bonds, to be denominated and marked Class C, to consist of eighteen hundred bonds, each for one thousand dollars, to be numbered consecutively from number one to number eighteen hundred inclusive. These are to be issued only in exchange for the above-mentioned outstanding eighteen hundred bonds, secured by the first mortgage made to the said Joseph T. Thomas, covering the western division of the railroad of the party of the first part, being the portion thereof lying between the Illinois and Mississippi Rivers, until after all such last-mentioned bonds shall have been exchanged for them and cancelled.

"Fourth. A class of bonds, to be denominated and marked
37 Class D, to consist of thirteen hundred bonds, each for one thousand dollars, to be numbered consecutively from number one to number thirteen hundred inclusive. These are to be issued only in exchange for the above-mentioned outstanding thirteen hundred bonds, secured by the second mortgage, made to the said George I. Forest, covering the said western division of the railroad, of the party of the first part, being the portion thereof lying between the Illinois and Mississippi Rivers, until after all such last-mentioned bonds shall have been exchanged for them or cancelled.

"And it is hereby provided that none of the said bonds, excepting those of Class A, numbered from twelve hundred and one to fifteen hundred, shall be negotiated or issued by the party of the first part, and they shall not be deemed secured by this mortgage unless they be negotiated and issued in exchange for and upon cancellation of bonds for

which they are intended to be exchanged, in manner as above stated, and in such manner that at least one of the bonds to be received in exchange shall be received and cancelled for each bond to be issued, until all the bonds to be received in exchange for each class respectively shall have been received and canceled. But it is provided that the party of the first part may make any exchanges of the bonds to be issued of either class for the bonds for which they were intended to be exchanged, upon terms more favorable to the party of the
38 first part than by giving bond for bond, and that when all of the bonds of the description required to be exchanged or cancelled for those to be issued in either of the classes of bonds above mentioned respectively shall have been exchanged and cancelled, and there shall remain unissued any of the bonds of such class, that then the party of the first part may issue the residue of the bonds of such class, and they shall then, from the time of *of* their issue, become and be secured by this indenture of mortgage.

"And it is further provided that no one of the said bonds shall become secured by this mortgage until there shall be indorsed upon it a certificate, signed by the parties of the second part or their survivor, or by the person or persons who shall succeed them in the trust as hereinafter provided, to the effect following, viz: 'The within bond is one of a class of fifteen hundred bonds, denominated Class A, (or of sixteen hundred bonds denominated Class B, or of eighteen hundred bonds denominated Class C, or of thirteen hundred bonds denominated Class D, as the case may be,) issued under and in pursuance of the consolidated mortgage, made by the Toledo, Peoria and Warsaw Railway Company, and which is secured thereby.'

"And it is further provided, and it is a part of the condition of this mortgage, and is especially intended as a security to the persons who may become the holders of the bonds to be secured hereby, that before certifying any of the bonds to be issued and secured hereby in
39 manner aforesaid, the parties of the second part, or the survivor, or such person or persons as shall succeed to them in the trust as hereinafter provided, shall before or at the time of signing the certificate hereinbefore provided cancel or see cancelled in their presence, by a mark or mutilation or by destruction thereof, so many of the bonds required to be exchanged for the bonds to be certified and issued, as may be necessary to comply with the provisions hereof.

"And the party of the first part doth covenant and agree to and with the parties of the second part, their survivor, and the persons who may succeed them in the trust as hereinafter provided as trustees for the persons who may hereafter at any time hold any of the bonds to be issued secured hereby, that it will faithfully pay to such bondholders the interest upon the paid bonds as the same may be provided therein upon the production and delivery of the interest-warrants issued with them, without fraud or delay, and that it will pay the principal moneys mentioned in the said bonds, as the same shall be provided therein, without fraud or delay, and that upon a default in the payment of any moneys to be paid upon any of the said bonds, either for principal or interest, if such default shall continue for three months, the parties of the second part or their survivor, or those persons who shall succeeded them as hereinafter provided, shall, on a request in writing signed by the holders of
40 at least one thousand of said bonds, have the right, and it shall be lawful for them by an attorney or attorneys, or agent or agents, to enter into and upon and take possession of all the real and personal estate and franchises above granted, bargained, sold, and conveyed, and every

part and parcel thereof, and to have and to hold the same, and use and operate it by their attorneys, agents, and servants, and conduct the business thereof in their discretion, making from time to time necessary repairs and replacements and such useful alterations, additions, and improvements as they may deem judicious, and to collect and receive all tolls, freights, passenger-moneys, incomes, rents, issues, and profits, of the same, and of every part thereof, and after deducting the expenses of operating the said railway, and conducting its business and all repairs, replacements, alterations, additions, and improvements, and all payments which may be made for taxes, assessments charges or liens prior to the lien of this mortgage or any part thereof, and a just compensation for their or his services, to apply the residue of the moneys arising as aforesaid to the payment of the interest which shall have become due upon the bonds secured hereby in the order in which it shall have become payable, and when such interest is paid, if default shall have been made in the payment of principal moneys, to apply the residue on such principal; but if no default shall have been made in pay-
41 ment of principal moneys, then after all outstanding interest shall be paid, to pay the surplus moneys to the party of the first part, and to surrender to it the premises, and so from time to time, as often as and whenever there shall be default. And the party of the first part doth hereby further covenant and agree to and with the parties of the second part, their survivor, and such persons as may be successors in this trust, as hereinafter provided, that in case of any default in payment of the interest or principal moneys owing upon the bonds to be secured hereby, it shall be likewise lawful, at the request, in writing, of the holders of at least one thousand of said bonds, for the parties of the second part, or their survivor, or their successors in the trust, to be appointed as hereinafter provided, to proceed to foreclose the equity of redemption of the party of the first part, and of all the persons having any equitable rights or any liens, of, in, and to the premises heretofore granted, bargained, sold, and mortgaged in any manner which may be warranted and authorized by the laws of the State of Illinois, and to sell the said premises and place the purchaser in possession thereof; and from the proceeds of the sale, after the payment of all expenses and proper compensation for the services, to pay all previous liens on the premises, and all the bonds to be issued in pursuance of this indenture; and, if there be not enough to pay the same in full, with the interest which may be owing, to pay so much thereof as the same
42 will pay, without preference and equally, and upon such sale to place the purchaser or purchasers in possession thereof.

"And the party of the first part doth hereby further covenant and agree to and with the parties of the second part, their survivor and such persons as may be successors in the trust as hereinafter provided, to pay to them all necessary and proper expenses by them, or any of them, to be incurred in the carrying into effect the purposes of this mortgage, and in performing their duties under it, including the payment of legal counsel, when in their opinion necessary; and, in addition thereto, to pay them for their ordinary services in the duties assumed by them, the sum of five hundred dollars per annum; that is to say, the sum of two hundred and fifty dollars to each of them, payable in advance upon each first day of May, and also to pay them for any extraordinary services what such services shall be reasonably worth. And the party of the first part doth hereby further covenant and agree to and with the parties of the second part, their survivor and such persons as may be successors in the trust, as hereinafter provided, as trustees for the per-

sons who may, from time to time, be holders of any of the bonds to be made and issued under the provisions of this indenture, that the party of the first part shall at all times hereafter keep at its office, or at an agency in the city of New York, a book which shall be designated
43 as "The register of bonds issued under the consolidated mortgage," and that any holder of any of the bonds issued under the provisions of this indenture may there register his bonds upon presenting the same, and that when a bond is so registered in the name of any person, such person shall be deemed and regarded as the owner of the bond and its interest warrants, and that all payments of either principal or interest thereon shall thereafter be made to him or his order only, and that such payments to him or to his order shall be valid payments of such principal or interest, and a discharge to the party of the first part to the extent of the sums so paid. And also that such registry shall be changed only upon the presentation of the bond with the written order of the person in whose name it is registered at the office or agency, and upon such presentation of the bond and of such written order of the person in whose name it is registered, properly authenticated, the registration may be changed to the name of such person as may by the said written order be designated for the purpose, and he shall thereafter be deemed and regarded as the owner of the bond and its interest-warrants under the same circumstances and conditions and with the same rights as the prior owner, including the right to change the registration in manner aforesaid, and so from time to time, as the owner for the
44 time being may desire, and that the registered holder may also have the right to register the bond as payable to bearer, in which case the bond and interest warrants shall be payable to the holder presenting the same. And any holder of a bond so registered as payable to bearer may again cause it to be registered in his name with the same effect as the first registration, and successive registrations may in the same manner be made from time to time as may be desired. And it is mutually agreed by the parties hereto, and provided, that every bond to be issued and secured by this mortgage is, and shall be, subject to the provisions in this paragraph contained.

"And it is further covenanted and agreed that the parties of the second part, their survivors and successors to be appointed, shall have access at all times to the said list of bondholders, and that they may, when they deem it necessary, call meetings of the said bondholders, to ascertain their wishes in relation to any duties to be performed by the parties of the second part, or in case of any default in any of the conditions or covenants in this indenture contained.

And it is further covenanted that in case either of the parties of the second part shall die or resign, or be removed from the trusts herein raised by order of any competent tribunal, a successor may be appointed by the surviving trustee, with the consent of a majority in interest of the
45 holders for the time being of bonds registered as aforesaid, voting either in person or by proxy, at a meeting of such holders, to be called by the survivor for the purpose, by a notice to be published for six weeks, once in each week, in at least three commercial newspapers published in the city of New York. And the successor so appointed, upon filing in the office or agency of the party of the first part in the city of New York, a written consent to act as a successor to the person to succeed whom he shall have been appointed, shall thenceforth be regarded as a successor to such person in the trusts herein contained, and be invested with all the estate, rights, powers, and duties under this indenture with which such person was hereby invested, and so from time

to time whenever there shall be a vacancy in the trustees constituting the parties of the second part.

"And it is further provided that if the party of the first part shall well and faithfully on its part keep, observe, and perform all the conditions, obligations, and duties contained in this indenture, and shall well and truly and seasonably pay and discharge the principal and interest upon each and every bond issued as is herein contemplated, then this indenture, and all the estate herein and hereby granted, bargained, sold, conveyed, and mortgaged shall cease and become absolutely void.

"And it is further covenanted and agreed that neither of the parties of the second part, nor their successors in the trust, shall be re-
46 sponsible under or by virtue of this indenture, or the conditions, covenants, or provisions therein, for any acts done or performed by him in good faith, nor anywise except for wrongful acts or omissions on his own part, and not for any acts or omissions of any other person or persons.

"In witness whereof the party of the first part hath hereunto caused its corporate name and seal, with the signature of its president and treasurer, to be hereunto affixed, and the parties of the second part have hereto set their hands and seals in three separate parts, each of which is identical with the others, and intended to be an original, on the day and year first above written.

"ZENO SECOR, *President.* [SEAL.]
"THEO. HIGBEE, *Treasurer & Secretary.*
"JAS. F. SECOR.
"WILLIAM TRACY.

"Sealed and delivered in the presence of—
"JNO. S. TALLMADGE.
"JNO. I. COLT.

"CITY AND COUNTY OF NEW YORK, *ss:*

"On this thirty-first day of May, 1870, before the subscriber, a notary-public, duly commissioned and sworn, residing in the said city, personally appeared Zeno Secor, to me well-known to be the president of the Toledo, Peoria and Warsaw Railway Company, party of the first part in the foregoing indenture, and the person whose signature is af-
47 fixed to the foregoing indenture. And the said Zeno Secor, being by me duly sworn, maketh oath and saith that he is the president of the Toledo, Peoria and Warsaw Railway Company, and by resolution of its board of directors was authorized to, and did, affix to the above-mentioned deed its common seal, and that the foregoing seal is its common seal so affixed; and he acknowledged that as such president he executed the same on behalf of the said company for the uses and purposes therein specified.

"And on the same thirty-first day of May, 1870, also appeared before me, James F. Secor and William Tracy, to me well known to be the persons named and described in and who executed the foregoing indenture, and acknowledged that they executed the same for the uses and purposes therein specified.

"Given under my official seal the day above written.

[SEAL.] "DAVID W. PRICE,
"*Notary Public, N. Y. County.*"

And your orator further shows that the interest was due and payable upon the said bonds so secured by said deed of trust on the first

day of November, 1873, to wit, the sum of $179,185, but the said Toledo, Peoria and Warsaw Railroad Company failed to pay the same. That 1,600 of the said bonds, called consolidated bonds, have been sold and a large majority of said bonds were and still are held and owned
48 by persons not citizens of the State of Illinois. That by the terms of said deed of trust the said trustees therein mentioned (the same being the complainants herein) were empowered upon a failure of the said Toledo, Peoria and Warsaw Railway Company to pay said interest for a period of ninety days after the same became due and payable according to the tenor and effect of the said bonds secured thereby, to take possession of all the property of said Toledo, Peoria and Warsaw Railway Company upon the terms and conditions and for the purposes set forth in said mortgage or deed of trust.

Your orators further show that after the expiration of the ninety days of grace mentioned in said deed of trust for the payment of said interest, one William H. Osborne, the agent and attorney of the holders of more than one thousand of the said bonds secured by the said deed of trust, as such agent, on the second day of February, 1874, demanded of the said trustees mentioned in said deed of trust, to wit, of William Tracy and James F. Secor, your orators, that they take immediate possession of the property mentioned in said deed of trust, and your orators thereupon demanded of the managing offices of the said Toledo, Peoria and Warsaw Railway Company the possession of the said property mentioned in the said deed of trust in accordance with the terms and conditions thereof, and in accordance with
49 said deed of trust and said demand so made as aforesaid, the said Toledo, Peoria and Warsaw Railway Company did, on the third day of February, 1874, turn over to your orators the said property mentioned in the said deed of trust.

And your orators took possession thereof, and still retain the same, and are now operating said road under the powers conferred by said deed of trust, and in accordance therewith; and that your orator did, on the fourteenth day of February, 1874, in this court, file their bill to foreclose said mortgage or deed of trust, which suit is now pending in this court and undetermined.

Your orators further show unto your honors that, in addition to the deed of trust mentioned and the bonds secured thereby, there are the following liens upon said Toledo, Peoria and Warsaw Railway Company, its property, and franchises, to wit: A first mortgage on the eastern division of said Toledo, Peoria, and Warsaw Railway Company, dated the 16 day of May, 1864, to secure the payment of sixteen hundred bonds of said company, of the denomination of one thousand dollars each, bearing interest at the rate of seven per cent. per annum, payable semi-annually on the first days of December and June, amounting to one hundred and twelve thousand dollars per annum; also a first mortgage on the western division of said Toledo, Peoria and Warsaw Railway,
50 dated the first day of February, 1866, to secure eighteen hundred of the bonds of said company, of the denomination of one thousand dollars each, bearing interest at the rate of seven per cent. per annum, payable semi-annually on the first days of February and August, amounting to one hundred and twenty-six thousand dollars per annum; also second mortgage on the western division of said road, dated the first day of April, 1866, to secure the payment of thirteen hundred bonds of said company, of the denomination of one thousand dollars each, bearing interest at the rate of seven per cent. per annum, payable on the first days of April and October, amounting to ninety-one thousand dollars per annum, of which said bonds were long since sold by the said

company, and are outstanding and unpaid. Also a mortgage upon the entire property of said Toledo, Peoria and Warsaw Railway Company, dated March first, 1872, to secure two thousand bonds of said company called "income bonds," of the denomination of one thousand dollars each, bearing interest at the rate of seven per cent. per annum, payable on the first days of March and September, all of which mortgages included the consolidated mortgage, were properly made, executed, delivered, and recorded in the proper counties where the property of said railway company is situated.

Your orators further show that the bonded debt secured by the mortgages aforesaid amounts in the aggregate to the sum of
51 $6,450,000, and that the annual interest amounts to $451,500, that the property of the Toledo, Peoria and Warsaw Railway Company is properly and accurately set out in schedule No. 1, hereto annexed, and that the entire property and franchises of the Toledo, Peoria and Warsaw Railway Company are not worth to exceed the sum of $1,088,749; that capital stock of the said Toledo, Peoria and Warsaw Railway Company is $5,700,000 *dollars*, divided into 57,000 shares, of one hundred dollars each.

Your orators further show that the net earnings of said road have never been sufficient to pay the interest upon said debt, as is more fully shown by schedule marked "No. 3," hereto attached, showing the gross earnings, operating expenses, and construction accounts for the years therein mentioned.

Your orators further show, and charge the fact so to be, that the capital stock of the Toledo, Peoria and Warsaw Railway Company is of no real present value, and that it has no market-value whatever; and that the assessment of the same by the said State board of equalization at $2,003,415 is and was wholly illegal and void.

Your orators further show that the whole property of the said Toledo, Peoria and Warsaw Railway Company is not more than sufficient to pay the bonded debt, and the collection of said illegal taxes herein set forth will to that extent diminish the value and security of the said bonds herein mentioned, including the consolidated bonds in
52 which your orators are interested as the trustees in the deed of trust securing the same.

Your orators further state that they are informed, and charge the fact to be, that the said Toledo, Peoria and Warsaw Railway Company not only refuses to bring any suit or suits to enjoin the collection of the aforesaid illegal taxes, but that the said Toledo, Peoria and Warsaw Railway Company is unable to give the necessary security to enjoin the same, as all of its property has been taken possession of by your orators, and the road is now being operated by your orators, and all monies collected for fares and freights are received by your orators under and by virtue of the said consolidated mortgage and the powers therein conferred upon your orators. Your orators further show that they did, on the 21st day of February, 1874, demand of the board of directors of the said Toledo, Peoria and Warsaw Railway Company that they at once proceed to enjoin the collection of the said taxes mentioned herein, and the said board refused to commence any suit or suits for that purpose, and resolved that the said Toledo, Peoria and Warsaw Railway Company could not take any action in the matter, and declined and refused to commence any action to enjoin the collection of said taxes, as will more fully appear from exhibit marked "X," and asked to be taken as a part of this bill.

And your orators further charge that the said board of equalization

did not equalize the personal property of the said Toledo, Peoria
53 & Warsaw Railway Company with all other personal property in the State of Illinois of like character. Neither did the said board equalize the lands, lots, right of way, and other real estate of said Toledo, Peoria & Warsaw Railway Company with all other lands, lots, and real estate of like character in the State of Illinois, but pretended to equalize said personal property with other personal property owned by like corporations, and said real estate with other real estate owned by like corporations, all of which, as your orator is advised by counsel, and so charge, was illegal and void.

Your orators further charge that the principal office of said Toledo, Peoria & Warsaw Railway Company was, at the time said taxes were levied, and always had been from the organization of said company, and still is, at the city of Peoria, county of Peoria and State of Illinois, and that at said office in Peoria the directors meet and hold their meetings, and the auditor, treasurer, and superintendent and secretary of said company hold their offices at said city of Peoria, and it is at Peoria that all accounts and vouchers are and always have been paid.

Your orators further charge that the rates of taxation are different in each and all of the counties and towns and municipalities through which the said Toledo, Peoria & Warsaw Railway runs.

54 Your orators further show that nearly all of the stock of said Toledo, Peoria & Warsaw Railway Company is owned by persons not residents of the State of Illinois, and that the bonded debt of said company is $6,450,000, and that all of said bonds, as your orator is informed and believes, are owned by persons not residents of the State of Illinois.

To the end, therefore, that the said Toledo, Peoria and Warsaw Railway Company, George T. Metzger, James D. Kilgore, Joseph H. Stitt, Joseph Denison, Ayers M. Whittaker, Thomas Cooper, Isaac Taylor, Job Walker, Anthony Thornton, Peter Frey, and George Bell, may full, true, and perfect answer make to all and singular the premises, an answer under oath being hereby expressly waived, and show, if they can, why your orators should not have the relief hereby prayed; and that the said Toledo, Peoria and Warsaw Railway Company may be enjoined and restrained from using or applying any of its funds or money in payment of the said taxes, or any of them; and that the said George T. Metzger, James D. Kilgore, Joseph H. Stitt, Joseph Denison, Ayers M. Whittaker, Thomas Cooper, Isaac Taylor, Job Walker, Anthony Thornton, Peter Frey, and George Bell, respectively, and their respective deputies, assistants, servants, and successors may be, by injunction of this honorable court, restrained from collecting said taxes, or any of them, under or by virtue of the said warrants for the collec-
55 tion of the same of or from the said Toledo, Peoria and Warsaw Railway Company, or otherwise; and in the mean time, and until the final hearing, that the said last-named defendants, collector of said counties as aforesaid, and their respective deputies, assistants, and servants, may respectively be restrained from collecting any and all State, county, or corporation, town, school, road, and special taxes for the year 1873, under or by virtue of any warrant issued to them respectively by the county clerk of the county of which they are respectively collectors, as aforesaid, and from seizing, levying upon, distraining, or in any manner interfering with the property of the said Toledo, Peoria and Warsaw Railway Company for that purpose until the further order of said court; and that your orators may have such other and further

relief as equity and good conscience may require and to your honors shall seem meet:

May it please your honors, the premises considered, to grant unto your orators writs of subpœna of the United States of America, directed to the said Toledo, Peoria and Warsaw Railway Company, George T. Metzger, James D. Kilgore, Joseph H. Stitt, Joseph Denison, Ayers M. Whittaker, Thomas Cooper, Isaac Taylor, Job Walker, Anthony Thornton, Peter Frey, and John A. Brook, thereby commanding them and every of them, at a certain day therein to be specified, to be and
56 appear before your honors in this honorable court, and then and there to answer all and singular the premises, and to stand to and abide such order and decree therein as to your honors shall seem meet. And your orators shall ever pray.

JAMES F. SECOR,
WILLIAM TRACY,
By INGERSOLL & PUTERBAUGH,
Their Solrs.

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

Robert G. Ingersoll, being duly sworn, testifies and says: That he is the agent & attorney of James F. Secor and William Tracy, the complainants in the foregoing bill of complaint, and as such agent has made investigation relative to the facts therein stated, and is better acquainted with the details of the same than the said complainants; that he is authorized by the said complainants to cause the foregoing bill to be filed; that he has read the said bill and knows the contents thereof, and that the same are true of his own knowledge, except those matters stated on his information and belief; and those he believes to be true.

RORERT G. INGERSOLL.

Subscribed & sworn to before me Feb'y 18, 1874.

E. A. DRUMMOND, *U. S. Com.*

(Endorsed:) Filed Feb'y 28, 1874. Wm. H. Bradley, clk.

57 And thereupon the following subpœna is sued out of said court to said defendants, which, together with the marshal's return thereon endorsed, reads in the words and figures following, to wit:

Subpœna.

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

The United States of America to the Toledo, Peoria, and Warsaw Railway Company, & George T. Metzger, James D. Kilgore, Joseph H. Stitt, Joseph Denison, Ayers M. Whittaker, Thomas Cooper, Isaac Taylor, Job Walker, Anthony Thornton, Peter Frey, and George Bell, collectors, &c., greeting:

We command you and every of you that you appear before our judges of our circuit court of the United States of America for the northern district of Illinois, at Chicago, in said district, on the first Monday in the month of April next, to answer the bill of complaint of James F. Secor and William Tracy, this day filed in the clerk's office of said court in said city of Chicago, then and there to receive and abide by such

judgment and decree as shall then or thereafter be made, upon pain of judgment being pronounced against you by default.

58 To the marshal of the northern district of Illinois to execute.

Witness the Hon. Nathan Clifford, Acting Chief-Justice of the Supreme Court of the United States of America, at Chicago, aforesaid, this 28th day of February, in the year of our Lord one thousand eight hundred and seventy-four, and of our Independence the ninety-eighth.

[L. S.] W. H. BRADLEY, *Clerk.*

Marshal's return.

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

Know all men by these presents, that I have appointed, and by these presents do appoint Frank Hitchcock, my true and lawful deputy to execute the annexed writ, James F. Secor et al. v. Toledo, Peoria & Warsaw R. W. Co. et al., and to make return of the execution thereof according to law.

[SEAL.] B. H. CAMPBELL,
United States Marshal for the Northern District of Illinois.

I have served the annexed writ in the following manner, to wit, by reading the same to and in the presence of George Metzger, therein named, on the 1st day of April, 1874: on Isaac Taylor, on the 1st

59 day of April, A. D. 1874; of Joseph H. Stitt, therein named, on the 2d day of April, A. D. 1874; of Avery M. Whittaker, therein named, on the 2d day of April, A. D. 1874; and by delivering a true copy thereof to each. I have served this writ on the Toledo, Peoria & Warsaw Railway Company, by reading and delivering a true copy thereof to William H. Cruger, general superintendant of said railway company, the president of said railway company not being found in this district, on the 31st day of March, A. D. 1874. I did not serve James D. Kilgore, Joseph Dennison, Thomas Cooper, Anthony Thornton, & Peter Ferry, the other defendants therein named, being unable to find them within my district.

B. H. CAMPBELL,
United States Marshal.
By FRANK HITCHCOCK,
Special Deputy.

Frank Hitchcock, being duly sworn, deposes and says that he served the annexed writ as stated in the foregoing return, and that the expense returned by him, in addition to the fees, was actually incurred, and that the same is according to law.

[SEAL.] NICHOLAS ULRICH,
Notary Public.

I se'ved the annexed writ upon Geo. Bell, therein named, by delivering to him personally a true copy thereof on the 19th day of

60 March, 1874.

B. H. CAMPBELL,
U. S. Marshal.
By L. O. GILMAN, *Dep.*

(Endorsed:) Filed April 10th, 1874. W. H. Bradley, clerk.

And thereupon, to wit, on the 28th day of February, A. D. 1874, in the record of the proceedings of said court in said cause is the following entry, to wit:

JAMES F. SECOR & WILLIAM TRACY
v.
TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, George T. Metzger, Joseph H. Still, James D. Kilgore, Joseph Denison, Ayres M. Whitaker, Thomas Cooper, Isaac Taylor, Job Walker, Anthony Thornton, Peter Freye, & George Bell. } In chancery.

The complainants in the above-entitled cause having filed their bill of complaint, praying that the defendants be restrained as is in said bill mentioned, and now here in court moving for an injunction according to the prayer of said bill; and it appearing to the court that the
61 said complainants are about to give notice of a hearing of said motion; and it further appearing to the court that there is danger of irreparable injury from delay until said motion can be heard, it is ordered by the court that the several defendants in said bill mentioned be severally restrained from levying upon any of the property of the Toledo, Peoria & Warsaw Railway Company for the taxes of the year 1873, until said motion can be heard, on the 10th day of March, A. D. 1874, or as soon thereafter as counsel can be heard.

And afterwards, to wit, on the 11th day of March, A. D. 1874, in the record of the proceedings of said court in said cause is the following entry, to wit.

JAMES F. SECOR ET AL.
v.
THE TOLEDO, PEORIA & WARSAW RAILWAY CO. } In chancery.

Now come the parties by their solicitors, and now comes on to be heard the motion of the complainant' for an injunction against the defendants herein, and, after hearing the same in part, the further hearing is postponed until to-morrow morning.

62 And afterwards, to wit, on the 12th day of March, A. D. 1874, in the record of the proceedings of said court is the following entry, to wit:

JAMES F. SECOR ET AL
v.
THE TOLEDO, PEORIA & WARSAW R. R. CO. et al. } Chancery.

Now come again the parties by their solicitors, and now comes on to be further heard the motion of the complainants for injunction herein, and, after hearing the same, the court not being now sufficiently advised in the premises, takes time to consider.

And afterwards, to wit, on the 6th day of April, 1874, the said defendants, except the Toledo, Peoria & Warsaw R. R. Co., by James K. Edsall, their solicitor, enters their appearance herein in the words & figures following, to wit:

Appearance of defendants.

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

Circuit court, of the March term, 1874.

63 JAS. F. SECOR & WM. TRACY, trustees, &c., *v.* TOLEDO, PEORIA & WARSAW RAILWAY CO., et al. } In chancery.

And now comes George T. Metzger, Joseph H. Still, James D. Kilgore, Joseph Dennison, Ayers M. Whitaker, Thomas Cooper, Isaac Taylor, Job Walker, Anthony Thornton, Peter Freye, and George Bell, defendants in the above-entitled cause, by James K. Edsall, their attorney, and enter their appearance in said cause.

By JAMES K. EDSALL,
Atty. for Defendants above named.

(Endorsed:) Filed April 6, 1874. W. H. Bradley, clerk.

And afterwards, to wit, on the 5th day of May, A. D. 1874, the following stipulation was made and filed in said cause, to wit:

Stipulation as to time to answer.

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

In the circuit court of the May term, 1874.

64 JAMES F. SECOR AND WILLIAM TRACY, trustees, &c., *v.* TOLEDO, PEORIA & WARSAW RAILWAY COMPANY, George T. Metzger, Joseph H. Still, James D. Kilgore, Joseph Dennison, Ayres M. Whitaker, Thomas Cooper, Isaac Taylor, Job Walker, Anthony Thornton, Peter Freye, and George Bell. } Bill.

Stipulation.

It is hereby stipulated and agreed by and between the parties to the above-entitled cause, that the time to plead, answer, or demur to the bill of complaint in said cause may be extended until the decision of the motion for an injunction in said cause heretofore argued and now pending in and held under advisement by said court.

JAMES K. EDSALL,
Attorney for said defendants, Metzger, Still, Kilgore, Dennison, Whitaker, Cooper, Taylor, Walker, Thornton, Freye, and Bell.
INGERSOLL & PULERBAUGH,
Sol. for Complt.

(Endorsed:) Filed May 5, 1874. W. H. Bradley, clk.

65 And afterwards, to wit, on the 11th day of August, A. D. 1875, in the record of the proceedings of said court in said cause is the following entry, to wit:

JAMES F. SECOR AND WILLIAM TRACY
v.
THE TOLEDO, PEORIA & WARSAW R. R. Co. et al. } Chancery.

This day, on motion, and it appearing to the court that the solicitors for the parties complainant and defendant agree and consent hereto, it is ordered by the court that John Hough, of the city of Peoria, in said district be, and he is hereby, appointed examiner in said cause under the sixty-seventh rule in equity, to take testimony, and that he shall report to the court such evidence as he may take herein, it being agreed by the parties that the evidence may be taken as though the answer and replication had been heretofore filed.

66 *Answer of defendants (except R. R. Co.) to bill of complaint.*

Circuit court of United States, northern district of Illinois.

The joint and several answer of George T. Metzger, collector of Iroquis County; James D. Kilgore, collector of Ford County; Joseph H. Still, collector of Livingstone County; Josehp P. Dennison, collector of McLean County; Ayers M. Whitaker, collector of Woodford County; Thomas Cooper, collector of Tazewell County; Isaac Taylor, collector of Peoria County; Job Walker, collector of Fulton County; Anthony Thornton, collector of McDonough County; Peter Fry, collector, &c., and George Bell, collector, impleaded with the Toledo, Peoria and Warsaw Railway Company, to the bill of complaint of James F. Secor and William Tracy, complainants.

These defendants, saving and reserving to themselves all manner of benefit or advantage of exception to the many errors, uncertainties, and imperfections in the said bill contained, for answer thereto, or so
67 much thereof, and such parts of said bill of complaint as these defendants are advised it is necessary or mat*ier*al they should answer, say—

That they admit, that the said Toledo, Peoria and Warsaw Railway Company is a corporation created by and organized and existing under the laws of the State of Illinois in the bill mentioned; and that on the first day of May, 1873, said corporation owned or was in pos'ession of the property described in schedule No. 1, attached to the bill, and was then using the same in the operation of its railroad, which extends from State line, in the county of Iroquois, westwardly through said county of Iroquois and the counties of Ford, Livingstone, Mc Lean, Woodford, Tazewell, Peoria, Fulton, McDonough, and Hancock, to the city of Warsaw, and a branch of the same from La Harpe, in the county of Hancock, through the counties of Hancock and Henderson, to a point opposite the city of Burlington, State of Iowa, and that said road is divided into divisions, as stated in the bill.

The defendants, further answering, admit that on the day of May, 1873, the said Toledo, Peoria and Warsaw Railway Company, by its proper officers, made and filed with the county clerks of said counties, lists and schedules of its property; and also filed lists and schedules of

its property with the auditor of public accounts of the State of
68 Illinois; but these defendants deny that in such lists and schedules the said property was valued at its fair cash value; but, on the contrary, are informed, and believe, that it was greatly undervalued; and these defendants also deny that such property was so listed and scheduled in the manner prescribed by law; but, on the contrary thereof, aver that said company scheduled certain real estate as "railroad-track," which was, in fact, no part of such railroad-track or right of way, but was used for stations or other purposes than "railroad-tracks," or right of way, and which was subsequently assessed by the local town and county assessors as real estate other than "railroad-track," in the manner hereinafter stated.

And further answering, these defendants admit that the town-assessors in the counties under township organization, and county-assessors in other counties, assessed the real estate of the said company, which did not form a part of its right of way or railroad-track, as lands or town lots; and also assessed the personal property of said company in their respective towns and counties, which did not form a part of the "rolling-stock" of said company, as personal property, other than "rolling-stock;" but deny that said local assessors made such assessment without authority of law; but, on the contrary thereof,
69 aver that said assessors conformed to the law in making such assessment.

Defendants, upon information and belief, deny that the town assessors of the said several counties, in the bill mentioned, under township organization, and the county assessors in the other counties therein mentioned, assessed as land or town lots any portion of the railroad-track of said company, and deny that any portion of the property of said company was in any manner doubly assessed as alleged in said bills; but on the contrary thereof aver, upon information and belief, that such real estate as was assessed by said local assessors was such as did not pertain to and was not used as the railroad-track or right of way, and that such *was* personal property as was assessed by said local assessors was such as they found in their respective counties and towns, which did not belong to and was not a part of the "rolling-stock" of said company, as defined in the law, and was only such tangible property as it was the duty of said county and town assessors to assess in their respective counties and towns.

Respondents admit that the assessment-books of the said several county and town assessors were returned to the county boards of
70 equalization of the respective counties, where the same were received by said county boards, and the assessments equalized in such counties, and that whatever addition or deduction was made by the county boards of equalization was such as resulted from their action in the equalization of assessments of property between the several towns in the respective counties, and that abstracts of the said assessment-books so made were, by the respective county clerks, duly certified to the auditor of public accounts of the State, as required by law.

Defendants further admit the election and organization of the board of equalization of the State of Illinois, in pursuance of the statute of the State in that behalf, and that such board convened at Springfield, in said State of Illinois, on the 12th day of August, 1873, and adjourned from day to day, and continued their session until the 9th day October, 1873, when said board finally adjourned without day.

Defendants, further answering, say that, while said State board of equalization was so in session, said board equalized, as between the sev-

eral counties in the State, the assessment of property in such counties, which included that portion of the tangible property of said company which had been so assessed in the respective counties by the said
71 local county and town assessors; and that said State board of equalization, in pursuance of the laws of Illinois in that behalf, assessed the "rolling-stock" of the said Toledo, Peoria and Warsaw Railway Company at $999,810, and not at 1,000,000, as alleged in said bill, as will appear from the published proceeding' of said board, on pages 96 and 140, and also assessed the railroad track of said company at $1,629,556; but defendants deny that said State board, in such assessment of such right of way or railroad track and improvements thereon, took into consideration the increased value of such right of way arising from the fact that the same had been graded, and bridges and culverts built thereon, for use as a railroad track; but, on the contrary, the said board excluded such elements of value from the assessment of the value of the right of way under the designation of "railroad-track," supposing that such increase of value, arising from such grading, bridges, and culverts, could be more fairly and equitably ascertained in the assessment under the designation of "capital-stock," as more fully appears from the book containing the proceedings of the State board of equalization for the year 1873, pages 36–45, to which book defendant refers as an exhibit.

72 These defendants, further answering, deny all and singular the averments in the complainant's bill, to the effect that said State board of equalization distributed the assessed value of the "railroad-track' of said company among the various counties in any other manner than as prescribed in the statutes of the State of Illinois in that behalf; and, on the contrary thereof, defendants aver, upon information and belief, that in their action in that behalf the said State board of equalization made such distributions in the manner directed in the statutes prescribing their duties on that behalf, as will more fully appear from the proceedings of said board of equalization, referred to as such, Exhibit —.

And further answering, defendants admit that the rate of taxation imposed for city, county, town, village, and other local purposes vary in the different municipial corporations through which such road passes; but defendants insist that, so far as there is such difference in rates of taxation, such rates are highest within the cities, towns, and villages where the land taken for right of way may be of greater value than elsewhere on other parts of the line, and that the distribution of the total assessed value of such right of way and main track of the
73 road among the various counties and other municipal corporations in proportion to the length of road in each, in fact operates to the benefit and advantage of said railroad company, and results in less taxation of its property for such local purposes than would otherwise be imposed thereon; and defendants deny that by means of such distribution the taxes against said company are in any manner increased.

Defendants admit that, on the first day of May, 1873, said railroad company was indebted to divers persons in the sum of $7,184,719.37, the payment of which indebtedness was secured by the bonds of said company, bearing interest, as alleged in said bill, & that such bonds were nearly all owned by persons other than resident' of this State, as stated in said bill.

Defendants further admit that said State board of equalization adopted and acted upon the rules set forth in said bill in respect to the

assessment of the capital-stock, including franchises of corporations, and that, in the assessment of the capital-stock and franchises of said company, the said board, in pursuance of said rules, took into consideration the market-value of the said bonded debt of said company; that the only security for the payment of such bonded debt of said
74 company was a lien upon the property and franchises of said company, and that said State board, as one of the means of ascertaining the total value of the property or capital of said company, including its franchise, took into consideration the market-value of the said bonded debt of the company, in accordance with the said rules of said board, so adopted as aforesaid.

Defendants admit that in pursuance of such rules the said State board ascertained the value of the capital-stock (meaning property of all kinds, including franchise) over and above the assessed value of tangible property to be the sum of $2,003,415, as appears from the proceedings of said State board, p. 156.

Defendants further admit that said State board did not attempt to make an assessment of the value of the franchise as separate and distinct from the assessment under the designation "capital-stock," but that the same was included in such said assessment under that designation.

75 Defendants admit that no notice of its intended action of the said State board of equilization respecting the assessment of the porperty of said company by said board was given to said company other than that which is given by the public laws of the State, which prescribe the time and place of meeting of said board, the duties it shall perform respecting the assessment of the property of all railroad companys and their franchises; and defendants are advised by counsel, and submit to the court, that no other notice was necessary to give the said board jurisdiction to make the said assessment.

And, further answering, these defendants deny all and singular the averments in said bill to the effect that, in the equalization of assessments between the respective counties, the said State board of equalization made an arbitrary addition or deduction to the assessed value of property in the respective counties without any regard to the actual value of such property, as alleged in complainant's bill; but on the contrary, these defendants are informed and believe, and therefore aver, that the State board of equilization at their said session examined the abstracts of property assessed for taxation by the various local
76 assessors of the State, as returned to the auditor of public accounts by the county clerks in pursuance of the statute, and ascertained as nearly as was practical the necessary rates of addition and deduction to be made to the assessed value of the several classes of property as equalized by the county boards in the various counties in order to make a just equalization of the assessed value of property between the respective counties throughout the State, and thereupon by a uniform rate per cent. throughout the respective counties as to each class of property made such additions to, and deductions from, the various classes of property defined in the statute in each county, as in the judgment of the said board would produce a just and equitable equalization of the same throughout the State.

And further answering, defendants deny all and singular the averments in said bill, to the effect that said State board of equalization distributed to any county any greater portion of the aggregate value of the railroad track of said company than the value of the portion of such track actually situated in such county; and deny that the action of the

said State board of equalization resulted in the assessment of
77 property of said company for taxation in any one county which was in fact situate in another county.

Defendant admits that the auditor of public accounts, in pursuance of the statute, certified to the several county clerks the result of the action of the State board respecting the assessment and equalization of such railroad property, and the amount distributed to each county in the manner prescribed by law, and as more fully appears from the proceedings of the State in that behalf; and that such county clerks have extended on the proper books of such county the said assessment and equalized valuation so made by the said State board, &c., the same became the basis upon which all State, county, city, town, and village, school and other taxes were levied for the year 1873, so far as the same was levied by or through the agency of the county clerks in extending such taxes upon the tax-books of said counties.

And defendants further admit that the principal office of said railroad is and has been at Peoria, as alleged in said bill.

78 As to those portions of the bill which state opinions of the complainants or their counsel as to the constitutionalty of the laws of Illinois, under which the said taxes against said companies were assessed and levied, and as to the validity and construction of the statutes of determining the sites of the property of such company, for the purpose of taxation, and as to whether it was necessary that the State board of equlization should notify said company of its intention to assess the property of said company, in pursuance of the laws of Illinois, these defendants are advised that such matters are more properly subjects for the arguments of counsel than matters of fact to be stated in the pleading, and that it is accordingly unnecessary that they should undertake to answer the same.

And further answering, defendants admit that the auditor did, on or about the month of November, 1873, certify to the various county clerks of said county the rate of two and seven-tenths ($2\frac{7}{10}$) mills on each dollar's valuation of property for general State purposes, and the rate of nine-tenths ($\frac{9}{10}$) of one mill for State-school purposes, and required the said county clerks to extend the same against the valuation of all prop-
79 erty assessed in their respective counties for the year 1873, as equalized and assessed by the State board of equalization, said rates being in the aggregate equal to 36 cents on each $100 assessed or equalized valuation.

Defendants further admit seven thirty-sixths ($\frac{7}{36}$) of such State tax was included therein to supply the deficiency of State revenue, which would be caused by the diversion of a portion of such State tax to the payment of the registered bonds of various counties and other municipal corporations of the State issued in aid of certain railroads, in pursuance of an act of the general assembly of Illinois entitled "An act to find and provide for the paying of the railroad-debt of counties, townships, cities, and towns." In force April 16th, 1869. (Session Law, 1869, p. 316.)

That after said tax had been so levied and extended, the supreme court of Illinois, in a certain cause before them involving the question, held that said act was inconsistent with the constitution of the State of Illinois, adopted in 1870, and therefore no longer in force, and that seven thirty-sixths ($\frac{7}{36}$) of such tax, so levied on account thereof, was illegal, and ought not be collected; and that since that time these defendants have disclaimed all right to collect, and have not deemed
80 it their duty and made no effort to collect, such portion of said

tax, but, on the contrary thereof, so far as such tax had been collected of such tax-payers as paid the same, these defendants have refunded to such tax-payers such seven thirty-sixth' ($\frac{7}{36}$) of said tax so adjudged to have been illegal, in pursuance of the act of the general assembly of said State for that purpose, approved and in force March 26, 1875, (Session Laws, 1875, p. 99,) and that, in accordance with the provisions of said act, the defendants only claim the right to collect ($\frac{27}{36}$) twenty-seven thirty-sixth of said State tax, so levied as aforesaid.

These defendants, further answering, say they have no knowledge, other than the averments of said bill, that said complainants applied to the directors of said company, and requested them, in the name of said corporation, to institute proceedings forthwith to restrain the collection of said taxes; but, for the purpose of this suit, defendants admit the averment of the bill in that behalf.

Defendants, further answering, say that they have no knowledge, save by the averments of said bill, respecting the making of the bonds and several mortgages and deeds of trust in said bill mentioned, and
81 the taking possession of said road under one of said deeds of trust, by the said complainants, and the institution of suit to foreclose the said deed of trust; but believe the facts are correctly stated in the bill, and accordingly admit the same.

And the said defendants insist and submit to the court that the matters averred and stated in said complainant's bill are insufficient to entitle the complainants to the relief sought thereby, and that said bill is defective for want of equity upon its face; and the defendants ask the same benefit of this defence that they would be entitled to had they demurred to said bill.

And these defendants deny all manner of unlawful confederation and combinations wherewith they are charged without this, that there is any other matter or thing in said bill of complaint material or necessary for them to make answer, and not herein well and sufficiently answered, confessed, and avoided, traversed or denied, which is true to the knowledge and belief of these defendants. All of which matters and things these defendants are reddy and willing to aver, maintain, and prove as
82 this honorable court shall direct, and humbly pray to be hence dismissed with their reasonable costs, &c.

JAS. K. EDSALL,
Attorney-General of Ill., Sol. and of Counsel for all of the Defts. except the said T., P. & W. R. R. Co.

(Endorsed:) Filed Sept. 21st, 1875. Wm. H. Bradley, clk.

83 *Replication to answer.*

UNITED STATES OF AMERICA:

In the circuit court, northern district of Illinois.

JAMES F. SECOR, WILLIAM TRACEY,
vs.
THE TOLEDO, PEORIA AND WARSAW RAILway Company, George T. Mitzer, James D. Kilgore, Joseph H. Still, Joseph Dennison, Ayers M. Whittaker, Thomas Cooper, Isaac Taylor, Job Walker, Anthony Thornton, Peter Frye, and George Bell.

The replication of James F. Secor and William Tracy, complainants, to the answers of George T. Metzer, James D. Kilgore, Joseph H. Still,

Joseph Dennison, Ayers M. Whitaker, Thomas Cooper, Isaac
84 Taylor, Job Walker, Anthony Thornton, Peter Fry, and George Bell, defendants.

These replicants, saving and reserving unto *himself* all and all manner of advantage of exception to the manifold insufficiencies of the said answers, for replication thereunto say, that they will aver and prove their said bill to be true, certain, and sufficient in law to be answered unto, and that the said answers of said defendants are uncertain, untrue, and insufficient to be replied unto by these repliants, without this, that any other matter or thing whatsoever in the said answers contained, material or ineffectual in law to be replied unto, confessed, and avoided, traversed or denied, is true. All of which matters and things these repliants are and will be ready to aver and prove as this honorable court shall direct, and humbly pray as in and by their said bill they have al*ready* prayed.

INGERSOLL AND PUTERBAUGH,
Sols. for Complts.

(Endorsed:) Filed Sept. 2nd, 1875. Wm. H. Bradley, clerk.

85 *Report of John Hough, special examiner.*

Circuit court of the United States for the northern district of Illinois.

JAMES F. SECOR AND WILLIAM TRACY *vs.* THE TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY AND OTHERS.	In equity for injunction and relief.

Testimony taken on the part of the complainants, under agreement of counsel, by John Hough, U. S. commissioner in and for the northern district of Illinois.

PEORIA, ILLINOIS, *Saturday, August 28th*, 1875.

Present, George Peterbaugh, esq., counsel for complainants; C. A. Roberts, esq., counsel for defendants.

86 WILLLIAM H. CRUGER, produced and sworn as a witness on the part of the complainants, deposes and says:

My name is William H. Cruger; I am acquainted with James F. Secor and William Tracy, complainants in this bill; they both reside in the city, county, and State of New York; did reside there on the 28th day of February, 1874, and before and ever since that time have so resided there; I was vice-president and general superintendent of the Toledo, Peoria and Warsaw Railway Company during the month of May, 1873; I made and forwarded to the respective county clerks of the counties of Iroquois, Ford, Livingstone, McClean, Woodford, Tazewell, Peoria, Fulton, McDonough, Hancock, and Henderson the schedules referred to in the bill of complaint in this cause as schedule No. 1, which schedules were sworn to by me as required by law.

I also made and forwarded to the auditor of state of the State of Illinois the schedule referred to in the bill of complaint in this cause as schedule No. 2, which schedule was sworn to by me as required by law.

I at no time during the year 1873, or at any other time, have received

any notice from local assessors or county boards of equalization, or the State board of equalization, of any errors in said returns.

87 In February, 1874, I prepared a schedule, showing the gross earnings, operating expenses, net earnings, and interest due on bonds of the Toledo, Peoria and Warsaw Railway Company for the years 1870, 1871, 1872, 1873, which schedule is referred to in the bill of complaint in this cause as schedule No. 3, which schedule is correct.

On February 28th, 1874, at the time the bill herein was filed, the bonded debt of the Toledo, Peoria and Warsaw Railway Company was six millions four hundred and fifty thousand dollars.

The stock of the said railway company is mostly owned in the East—about nine-tenths of it outside of the State of Illinois, and one-tenth in the State.

The map of the Toledo, Peoria and Warsaw Railway, marked eastern division, is a correct map of the right of way and depot grounds belonging to the company, from west line of the State of Indiana to Peoria, Illinois; and the map marked western division is a correct map of the right of way of the said company and depot grounds from Hollis Township, Peoria County, to Warsaw, on the Mississippi River; and the map marked Burlington branch is a correct map of the right of way and depot grounds belonging to the company from La Harpe to Iowa station; each of said maps correctly show what the' purport to contain.

88 Schedule No. 5, showing description and value of station-houses, depots, machine-shops, &c., &c., is a correct statement of the values reported.

(It is agreed by the respective parties hereto, that the said schedule, No. 5, may be received as evidence in this cause, of what it purports to contain.)

Cross-examination by C. A. Roberts, esq.:

At the time the reports were made to the respective county clerks and the auditor, spoken of in the direct testimony, I was well acquainted with the value of the tangible property belonging to the company.

Int. 2. Upon what basis was the value of the tangible property made at that time?

A. 2. My impression is that it was made at about two-fifths of its cash value.

Re-direct examination by Geo. Puterbaugh, esq.:

There was no value to the capital stock of the Toledo, Peoria and Warsaw Railway at the time the bill herein was filed, nor in May, 1873. It was worthless.

WM. H. CRUGER.

Subscribed and sworn to before me this 28th day of August, A. D. 1875.

J. HOUGH,

89 *U. S. Commissioner, N. D. of Illinois.*

A stipulation was then entered into by the respective parties hereto in relation to the introduction of documentary testimony, which is here inserted as follows, to wit:

United States circuit court for northern district of Illinois, ss:

JAMES F. SE'OR AND WILLIAM TRACY
vs.
THE TOLEDO, PEORIA A'D WARSAW RAILWAY Company, Geo. T. Metzer, James D. Kilgore, Joseph H. Still, Joseph Dennison, Ayers M. Whittaker, Thomas Cooper, Isaac Taylor, Job Walker, Anthony Thornton, Peter Frey, and George Bell.

In chancery to restrain collection of taxes for 1873.

On behalf of all of said above-named defendants, except said Toledo, Peoria and Warsaw Railway Company, it is hereby stipulated and agreed:

90 1st. That the returns of said Toledo, Peoria and Warsaw Railway Company herewith filed are correct copies of the returns of said company to the county clerks for the year 1873, referred to in the bill herein as Schedules No. 1, and they are admitted in evidence as showing all they purport to contain, excepts defendants do not admit the correctness of the valuations as therein stated.

2nd. That the return of said company herewith filed is a correct copy of said company's returns to the auditor of state for the year 1873, referred to in said bill as Schedule No. 2, and it is hereby admitted in evidence as showing all it purports to contain, except defendants do not admit the correctness of the valuation as therein stated.

3rd. That the proceedings of the State board of equilization for the year 1873 is hereby admitted in evidence as showing the correct proceedings of said board so far as either party may deem material herein.

4th. That the certificates of the auditor of state herewith filed are hereby admitted in evidence as correctly showing what they purport to contain.

5th. That the certificates of the various county clerks herewith filed are hereby admitted as evidence as correctly showing all the matters and things which they purport to contain.

91 6th. That the maps herewith filed are admitted in evidence, as correctly showing the right of way of the road of said company, and as correctly showing such matters as they purport to contain.

7th. That Schedule No. 5, herewith filed, is admitted in evidence, as correctly showing the matters and things it purports to contain, excepts defendants do not admit the correctness of the valuation as therein stated.

8th. That the examiner herein, to wit, John Hough, shall refer to each and every of the foregoing documents, by such proper and convenient marks of referance as may be necessary in submitting his report.

INGERSOLL AND PUTERBAUGH,
Solrs. for Complts.
ROBERTS AND GUNN, *For Defts.*

PEORIA, ILLS., *August 28th*, 1875.

92 Under which said stipulation and agreement the following documentary testimony was introduced on behalf of the complainants:

1st. Eleven duplicates of schedules of property for assessment and taxation made in 1873 by the Toledo, Peoria and Warsaw Railway Company, to the respective county clerks of the counties through which the said railway runs, which said schedules are marked as follows, to

wit: Schedule to the county clerk of Iroquois County is marked Exhibit A^1; Ford County, A^2; Livingstone County, A^3; McLean County, A^4; Woodford County, A^5; Tazewell County, A^6; Peoria County, A^7; Fulton County, A^8; McDonough County, A^9; Hancock County, A^{10}; Henderson County, A^{11}; all of which Exhibits A, from 1 to 11 inclusive, are the same mentioned in the bill of complaint herein as Schedule 1.

2nd. The annual return of the Toledo, Peoria and Warsaw Railway Company to the auditor of public accounts of the State of Illinois for 1873, it being the same referred to in the bill of complaint herein as Schedule No. 2, and is now marked and distinguished as "Exhibit B."

3rd. A statement of the gross earnings, operating expenses, net earnings, and interest on bonds of the T., P. and W. Railway Co., for the years 1870, 1871, 1872, and 1873, being the same referred to in
93 the bill of complaint herein as Schedule No. 3, and is now marked and distinguished as "Exhibit C."

4th. Three maps of the right of way and depot grounds of the T., P. and W. Railway, the first being a map of the eastern division, from the west line of the State of Indiana to Peoria, Peoria County, Illinois, and is marked "Exhibit D;" the second being a map of the western division, from Hollis Township, Peoria County, Illinois, to Warsaw on the Mississippi River, and is marked "Exhibit D^2;" and the third being a map of the Burlington branch, from La Harpe to Iowa Station, and is marked "Exhibit D^3."

5th. A schedule showing the number, description, value of station-houses, depots, machine-shops, &c., belonging to the T., P. and W. Railway Company, called Schedule No. 5, and is here marked as Exhibit E.

6th. The printed proceedings of the State board of equilization for 1873, marked as Exhibit F.

7th. Eleven certified copies of certificates of the auditor of state to the respective county clerks of the counties through which the T., P. and W. Railway runs, certifying to the said county clerks the action of the State board of equilization, with reference to the assessment of property for the year 1873 in each of said counties, which auditors' certificates are marked and distinguished as follows: To the county
94 clerk of Iroquois County as Exhibit G^1; Ford County, G^2; Livington County, G^3; McLean County, G^4; Woodford County, G^5; Tazewell County, G^6; Peoria County, G^7; Fulton County, G^8; McDonough County, G^9; Hancock County, G^{10}; Henderson County, G^{11}.

8th. Eleven transcripts from records of the countys through which the T., P. and W. Railway runs, certified to by the respective county clerks of said counties, each containing a detailed statement of railroad property in said counties for the year 1873, with the assessment-valuation, rate of taxation, and amount of tax, in the several towns, cities, and school-districts in said counties, which said several transcripts are marked as follows, to wit: Iroquois County as Exhibit H^1; Ford County as Exhibit H^2; Livingstone County as H^3; McLean County, H^4; Woodford County, H^5; Tazewell County, H^6; Peoria County, H^7; Fulton County, H^8; McDonough County, H^9; Hancock County, H^{10}; Henderson County, H^{11}.

95 It is agreed by counsel of respective parties that the answers and replications filed in this case be treated, for the purpose of the decree, as though filed in court prior to the taking of evidence.

INGERSOLL AND PUTERBAUGH,
Solrs. for Complainants.

JAS. K. EDSALL,
Sol. of Counsel for all of Defts. except T., P. and W. R. R. Co.

It is agreed by counsel that the foregoing statement contain' all the evidence in the case, and the certificate of the examiner is hereby waived by agreement in open court.

THOMAS DRUMMOND, *Judge.*

(Endorsed:) Filed September 2nd, '75. Wm. H. Bradley, clk.

96 And afterwards, to wit, on the 2d day of September, A. D. 1875, in the record of the proceedings of said court in said cause is the following entry, to wit:

JAMES T. SECOR AND WILLIAM TRACY
v.
THE TOLEDO, PEORIA & WARSAW RAILWAY Company, George T. Metzger, collector of Iroquois County, James D. Kilgore, collector Ford County, Joseph H. Still, collector Livingston County, Joseph Dennison, collector of McLean County, Ayres M. Whitaker, collector Woodford County, Thomas Cooper, collector of Tazewell County, Isaac Taylor, collector Peoria County, Job Walker, collector Fulton County, Anthony Thornton, collector McDonough County, Peter Frey, collector of Hancock County, and George Bell, collector of Henderson County. } In chancery.

This cause coming on this day to be heard upon the bill of complaint heretofore filed herein and the schedules filed with the same, upon the appearance of the defendant, the Toledo, Peoria & Warsaw Railway Company, and upon the answers of the defendants, who are collectors respectively of the counties as set forth in the pleadings and the
97 replication of complainants to such answers, and upon the agreed state of facts and stipulations and exhibits therein referred to, and upon the report of John Hough, examiner herein, duly appointed by the court, by agreement of counsel, under the sixty-seventh rule in equity, of the testimony and exhibits referred to by said examiner in said report; and it appearing to the court that said Toledo, Peoria and Warsaw Railway Company has failed to plead, answer, or demur to said complainants' bill of complaint, and said Toledo, Peoria and Warsaw Railway Company, having heretofore been three times solemnly called in open court, come not, but made default herein, and thereupon the bill is taken pro confesso as to said company.

And it appearing that the said Toledo, Peoria and Warsaw Railway Company has neither paid nor tendered to the respective collectors the taxes assessed against said company under the designation of "railroad-track," "rolling-stock," "lands and town lots other than railroad-track," and capital stock and personal property, for the year 1873; and, after hearing Robert G. Ingersoll & George Puterbaugh, of counsel for the complainants, and James K. Edsall, attorney-general of the State of Illinois, of counsel for the defendants, who are collectors as aforesaid, and the court being advised in the premises, doth order, adjudge,
98 and decree that the said Toledo, Peoria and Warsaw Railway Company be enjoined and restrained from using or applying any of its funds or moneys in payment of the taxes, or any of them, assessed against said corporation for the year 1873, and now remaining unpaid, by or under color of authority of the State of Illinois; and that the

said defendants, who are collectors as aforesaid, and their respective deputies, assistants, and servants, be respectively enjoined and restrained from collecting any and all State, county, corporation, town, school, road, special taxes for the year 1873, under and by virtue of any warrant issued or to be issued to them respectively by the county clerks of the counties in the State of Illinois of which they are respectively collectors as aforesaid, and from seizing, levying upon, or distraining, or in any manner interfering with the property of the Toledo, Peoria and Warsaw Railway Company for such purposes.

From which said decree all of said defendants, except said Toledo, Peoria and Warsaw Railway Company, pray an appeal to the Supreme Court of the United States. And it appearing to the court that the said railway company, though requested so to do by the other defendants, refuses to joint in this appeal. And it appearing to the court that

99 the said defendants who have prayed an appeal now present and file their appeal-bond, signed by Thomas Cooper and Charles E. Lippincott, in the penal sum of one thousand dollars, said bond is approved and appeal is accordingly allowed by the court. And it is further ordered by the court, the counsel for the respective parties thereto consenting, that the original exhibits and documents offered in evidence and referred to in the examiner's report, named Exhibit F, the same being the proceedings of the State board of equalization of Illinois for the year 1873; also, Exhibit D^1, Exhibit D^2, and Exhibit D^3, the same being maps of Toledo, Peoria & Warsaw Railway Company for its eastern, western, and Burlington branch divisions respectively, be sent up and transmitted to the Supreme Court of the United States in lieu of copies thereof, and that they be omitted from and only referred to in the transcript of the certificate of evidence herein, and that any of such documents may be referred to by either party in the Supreme Court.

100 *Appeal-bond.*

Know all men: we, Thomas Cooper as principal, and Charles E. Lippincott as security, are held and firmly bound unto James T. Secor and William Tracy in the penal sum of one thousand dollars, ($1,000,) for the payment of which, well and truly to be made, we and each of us do hereby bind ourselves, our heirs, executors, and administrators firmly by these presents. Sealed with our seals this 2d day of September, 1875.

The condition of this obligation is such, that whereas, in a certain suit in chancery in the circuit court of the United States of the seventh circuit and northern district of Illinois, wherein the above-named obligees are complainants, and George T. Metzger, collector of Iroquois County; James D. Kilgore, collector of Ford County; Joseph H. Still, collector of Livingstone County; Joseph Dennison, collector of McLean County; Ayers M. Whitaker, collector of Woodford County; Thomas Cooper, collector of Tazewell County; Isaac Taylor, collector of Peoria County; Job Walker, collector of Fulton County; Anthony Thornton, collector of McDonough County; Peter Frye and George Bell, col-

101 lectors, &c., impleaded with the Toledo, Peoria & Warsaw Railway Company were defendants, the said circuit court, at the July term, 1875, thereof, rendered a decree enjoining the collection of State, county, and other taxes assessed and levied against said railway company for the year 1873, from which said decree all of the defendants in said suit except said railway company have prayed an appeal to the Supreme Court of the United States:

Now, therefore, if the said appellants shall prosecute their said appeal to effect, and, if they shall fail to make good their said appeal, shall pay and answer all costs, then this obligation to be void; otherwise in full force and virtue.

THOS. COOPER. [SEAL.]
CHARLES E. LIPPINCOTT. [SEAL.]

Approved:

THOMAS DRUMMOND.

(Endorsed:) Filed Sept. 2d, '75. W. H. Bradley, clk.

102 NORTHERN DISTRICT OF ILLINOIS, *ss:*

I, William H. Bradley, clerk of the circuit court of the United States for the northern district of Illinois, do hereby certify the foregoing to be a true transcript of the bond for costs, bill of complaint, the process issued thereon, together with the marshal's return thereto, the appearance of the defendants except the railway company, stipulations & answer of the defendants except the railway company, the report of John Hough, esq., the special examiner, and the stipulations attached thereto; the various orders and decree of said court and the appeal-bond filed therein in the cause wherein James T. Secor et al. were the complainants, and the Toledo, Peoria & Warsaw Railway Company and others were the defendants, as the same appears from the records of said court now remaining in my custody. And I further certify that the exhibits referred to in the stipulation in this record of the said parties hereto in said cause, filed the 28th day of August, 1875, are certified to by me distinctly and separately in three packages, to wit: number one, (1,) two, (2,) and three, (3,) and accompany this record.

In testimony whereof I have hereunto set my hand and affixed the seal of said court, at Chicago, this 15th day of September, A. D.
103 1875, and of the Independence of the United States the 100th year.

WM. H. BRADLEY, *Clerk.*

Assignment of errors.

In the Supreme Court of the United States, October term, A. D. 1875.

ISAAC TAYLOR, COLLECTOR OF PEORIA COUNTY; George T. Metzger, collector of Iroquois County; James D. Kilgore, collector of Ford County; Joseph H. Stitt, collector of Livingstone County; Joseph Dennison, collector of McLean County; Ayers M. Whittaker, collector of Woodford County; Thomas Cooper, collector of Tazewell County; Job Walker, collector of Fulton County; Anthony Thornton, collector of McDonough County; Peter Frey, collector of Hancock County; George Bell, collector of Henderson County; appellants,

v.

JAMES F. SECOR AND WILLIAM TRACY, APPELLEES.

And now come the above-named appellants by James K. Edsall, the attorney-general of the State of Illinois, and say that in the

104 records and proceedings aforesaid there is a manifest error in this, to wit:

First. The court below erred in perpetually enjoining the collection of the said State, county, and other municipal taxes in said decree mentioned.

Second. The court below erred in not dissolving the temporary injunction and dismissing the complainant's bill of complaint.

And this the said appellants are ready to verify, etc.; wherefore they pray that the said decree may be reversed, and for naught held, etc.; and that their costs may be adjudged to them, etc.

JAS. K. EDSALL,
Attorney-General of Illinois, Counsel for Appellants.

104½ Supreme Court of the United States, October term, A. D. 1875

ISAAC TAYLOR AND OTHERS, COUNTY COLLECTORS, appellants,
vs.
JAMES F. SECOR AND WILLIAM TRACY, APPELLEES. } No. 702.

The counsel for the respective parties being of the opinion that the original maps and the books containing the proceedings of the State board of equalization of Illinois, which were offered in evidence in the court below, and by that court ordered to be transmitted to this court in lieu of copies thereof, can be as conveniently referred to in their present form as if printed with the record, the respective parties hereby stipulate and consent that such maps and books be not printed with the record dated October 30th, 1875.

JAS. K. EDSALL,
Counsel for Appellants.
INGERSOLL & PUTERBAUGH,
Counsel for Appellees.

Filed Nov. 1st, 1875.

105 *Exhibit No. 3, referred to in the clerk's certificate.*—WM. H. BRADLEY, *Clerk.*

In circuit court United States, northern district of Illinois.

I, William H. Bradley, clerk of the circuit court of the United States for the northern district of Illinois, do hereby certify the annexed to be true and correct copies of the various exhibits referred to in the bill of complaint, and the report of the special examiner, John Hough, esq., in the cause wherein James F. Secor and William Tracy were the complainants, and the Toledo, Peoria and Warsaw Railway Company and others were the defendants, and are severally specified as follows, viz:

Schedule No. 1, being returns of the Toledo, Peoria & Warsaw Railway Company, and referred to in the bill of complaint as Schedule No. 1.

Schedules marked "A," being eleven duplicate schedules of property for assessment belonging to said railway company and marked as follows:

Iroquois County,	A No.	1.
Ford County,	" No.	2.
Livingstone County,	" No.	3.
McLean County,	" No.	4.
Woodford County,	" No.	5.
Tazewell County,	" No.	6.

Peoria County, " No. 7.
Fulton County, " No. 8.
106 McDonough County, A No. 9.
Henderson County, A No. 10.
Hancock County, A No. 11.

Exhibit "B," being the annual return of said railroad company to the auditor of public accounts, Illinois, referred to in the bill as Schedule No. 2, now marked Schedule B.

Exhibit "C," being a statement of gross earnings of said railroad company, being schedule referred to in bill as Schedule No. 3, now marked Schedule C.

Exhibit "D," being three maps or profiles of the right of way of said railway company, and marked "D No. 1," "D No. 2," and "D No. 3."

Exhibit "E," being schedule referred to in bill, Schedule No. 5, showing the number & description & value of station-houses belonging to said railway company, now marked Schedule "E."

Exhibit F, being a printed book of the proceedings of the State board of equalization for the year 1873.

107 Exhibit "G," being eleven certified copies of certificates of the auditor of state to the respective county clerks of the counties through which said railway runs, and marked as follows:

Iroquois County, G No. 1.
Ford County, " No. 2.
Livingstone County, " No. 3.
McLean County, " No. 4.
Woodford County, " No. 5.
Tazewell County, " No. 6.
Peoria County, " No. 7.
Fulton County, " No. 8.
McDonough County, " No. 9.
Henderson County, " No. 10.
Hancock County, " No. 11.

Exhibit H, being eleven transcripts from records of the county thro' which said railway runs, duly certified by the several clerks of said counties, & numbered as follows:

Iroquois County, H 1.
Ford County, " 2.
Livingstone County, " 3.
McLean County, " 4.
Woodford County, " 5.
Tazewell County, " 6.
Peoria County, " 7.
Fulton County, " 8.
McDonough County, " 9.
Hancock County, " 10.
108 Henderson County, H No. 11.

All of which appears from the orginals thereof now remaining in my custody.

In testimony whereof I have hereunto set my hand and affixed the seal of said court at Chicago, this 15th day of September, A. D. 1875, and of our Independence the 100th year.

[SEAL.] WM. H. BRADLEY,
Clerk.

109 SCHEDULE No. 1—*Being returns of the Toledo, Peoria and Warsaw Railway Company, and referred to in the bill and report of special examiner as Schedule No. 1.*

110 SCHEDULE NO. 1.—TOLEDO, PEORIA & WARSAW RAILWAY CO.—IROQUOIS COUNTY.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected and equalized by co. bd.	Value as assessed or equalized by State board of equalization.	Rate per ct. as fixed by St. bd. of equalization.		State tax.	Town & corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
					Add.	Ded.						
SCHEDULE A.	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*								
Railroad track: A strip of land extending on each side of said railroad track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad track crosses the eastern bound'ry-line of Iroquois County and extending to the point where the track crosses the western bound'ry-line of said county, containing 381.54 acres, as follows: Main track, right of way, and improvements thereon: Right of w., 381.54 acres; main track, 166,185 feet; side or second track and turn-outs, 17,906 feet	$5,461 65			221,975								
SCHEDULE B.												
Proportion of rolling-stock	49,484 91			136,647								
SCHEDULE C.												
Personal property, other than rolling-stock	200 00											
Proportionate value of stock				273,813								
111 SCHEDULE D.												
Sheldon Tp.: Sheldon [town] depot grounds— 1,060 × { 496 E. end S. si. / 117 W. " N. si. } right of way, } N.E. ¼ 2, 26, 11, } 1,060 × { 1,548 E. " / 86 W. " N. si. " " " } 5.01 acres. } 180 × { 117 E. end / 128 W. " S. si. " " " N.W. ¼ 2, 26, 11, } 180 × { 86 E. " / 75 W. " N. si. " " " " " " " " } 84-100 acres	29 25											

SCHEDULE No. 1—Continued.

SCHEDULE No. 1.—TOLEDO, PEORIA & WARSAW RAILWAY CO.—IROQUOIS COUNTY—Continued.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected and equalized by co. bd.	Value as assessed or equalized by State board of equalization.	Rate per ct. as fixed by St. bd. of equalization.		State tax.	Town & corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
					Add.	Ded.						
	Dolls.	*Dolls.*	*Dolls.*	*Dolls.*								
Same Tp.:												
S. ½ SE. ¼, NE. ¼ 31, 27, 11, 20 acres	100 00											
Middleport Tp.:												
Watseka (city) depot grounds—												
880 × { 160 E. end / 140 W. " } { S. si.; right of way, / N. si.; " " " } S.E. ¼ 32, 27, 12, 3.93 acres.	24 65											
Same Tp.:												
W. ½ S. E. ¼ 29, 27, 12, 80 acres	400 00											
	553 90											
Total	135,146 56			$632,367			2,276 51	682 41	4,774 52	948 54	*1,208 34 †845 89	10,726 21

* Road & bridge. † R. R. tax.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected & equalized by co. bd.	Value as assessed or equalized by St. bd. of equalization.	Rate per ct. fixed by St. bd. of equalization. Add.	Rate per ct. fixed by St. bd. of equalization. Ded.	State tax.	Town & corporation tax.	All school-tax.	County tax.	Special taxes.	Total tax.
SCHEDULE A.	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Add.*	*Ded.*						
Railroad track:												
A strip of land extending on each side of said railroad track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad track crosses the eastern bound'ry-line of Ford County, and extending to the point where the track crosses the western bound'ry-line of said county, containing 73 acres, as follows:												
Main track, right of way, and improvements thereon:												
Right of way, 73 acres	.....	.....	.....	2,583 00	.....	.....	.....	.....	.....	.....	.....	.....
Side or second tracks and turn-outs, 1,652 feet	$17,316 31	.....	.....	38,504 00	.....	.....	.....	.....	.....	.....	.....	.....
SCHEDULE B.												
Proportion of rolling-stock	9,463 13	.....	.....	26,131 00	.....	.....	.....	.....	.....	.....	.....	.....
SCHEDULE C.												
Personal property other than rolling-stock	30 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Proportionate value of capital stock	.....	.....	.....	52,362	.....	.....	.....	.....	.....	.....	.....	.....
113 SCHEDULE D.												
Brenton Tp.:												
Piper City [town] depot grounds—												
660 ft. × 50 N. si. { right of way, { West pt. W ½ N. E. ¼,												
660 " × 50 S. si. { right of way, { East " E. ½ N. W. ¼,	32 80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Section 4, 26, 9, 3.28 acres.												
Total	26,842 24	.....	.....	$119,706	.....	.....	430 96	84 28	626 54	478 84	*271 99 †143 67 415 66	2,037 08

*R + bridge. †L. B. & ell R. R. tax.

SCHEDULE No. 1—Continued.

SCHEDULE No. 1.—TOLEDO, PEORIA & WARSAW RAILWAY CO.—LIVINGSTON COUNTY.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected and equalized by co. bd.	Value as corrected or equalized by St. bd. of equalization.	Rate per ct. fixed by St. bd. of equalization.		State tax.	Corporation & town tax.	All school-taxes.	County tax.	Special tax.	Total tax.
SCHEDULE A.	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Add.*	*Ded.*						
Railroad-track: A strip of land extending each side of said railroad track, and embracing the same, together with all the stations and improvements thereon; commencing at the point where said railroad track crosses the eastern bound'ry-line of Livingston County, and extending to the point where the track crosses the western boundary-line of said county, containing 221.17 acres, as follows: Main track, right of way, and improvements thereon: Right of way, 221.17 acres; main track, 96,638 feet; side or second track, and tur-nouts, 16,768 feet	$54,416 30	.....	.....	132,710	143	.....	.....	.....	.....	.....	.....	.....
SCHEDULE B.												
Proportion of rolling-stock	28,478 11	.....	.....	78,639	.....	.....	.....	.....	.....	.....	.....	.....
SCHEDULE C.												
Personal property, other than rolling-stock	90 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Proportionate value of capital stock	.....	.....	.....	157,577	.....	.....	.....	.....	.....	.....	.....	.....
115 SCHEDULE D.												
Chatsworth Tp.: Chatsworth [town] depot-grounds: 870 × 53 feet E. end, & 95 W. end N. si., and 870 × { 100 E. end / 58 W. end } S. si., right of way S. W. ¼, 3, 26, 7, 3 acres	15 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Forrest Tp.: Forrest [town] depot-grounds: 1,321 × 50 N. si.; right of way W. ½ S. W. ¼ 3, 26, 7 / 1,528 × 50 " " " " " E. ½ S. W. ¼ 3, 26, 7 3.4 acres	15 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected and equalized by co. board.	Value as assessed or equalized by State bd. of equalization.	Rate per ct. fixed by State bd. of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
					Add.	Ded.						
Indian Grove Tp.:												
Fairberry [town] depot-grounds:												
870 × { 117 E. end / 83 W. end } N. si.; right of way S. E. ¼ 3, 26, 6, 2.1 acres, 870 ft. long × { 83 ft. wide E. end / 117 " " W. end } Right of way S. E. ¼, 3, 26, 6, 2.1 acres	20 10											
	50 60											
Total	$83,035 01			368,926			1,316 08	382 19	1,860 14	913 95	2,013 29	6,486 65

116 SCHEDULE No. 1.—TOLEDO, PEORIA & WARSAW RAILWAY CO.—MCLEAN COUNTY.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected and equalized by co. board.	Value as assessed or equalized by State bd. of equalization.	Rate per ct. fixed by State bd. of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
					Add.	Ded.						
SCHEDULE A.	*Dollars.*	*Dollars.*	*Dolls.*	*Dolls.*	*Add.*	*Ded.*						
Railroad track:												
A strip of land extending on each side of said railroad track, and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad track crosses the eastern boundary-line of McLean County, and extending to the point where the track crosses the western boundary-line of said county, containing 209.47 acres, as follows:												
Main track, right of way, and improvements thereon:												
Right of way, 209.47 acres; main track, 111,272 feet; side or second tracks and turn-outs, 10,001 feet	$60,400 65			147,096 00	143							
The assessor of Weston Township entered in his assessment-book the following lots embraced in property above described as railroad track with the following valuations:												
Town of Weston:												
A strip 100 feet wide, south side of blocks 26, 25, & 24..	68 50											
117 SCHEDULE B.												
Proportion of rolling-stock	33,133 46			91,949 00	176							

Schedule No. 1—Continued.

Schedule No. 1.—Toledo, Peoria & Warsaw Railway Co.—McLean County—Continued.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected and equalized by co. board.	Value as assessed or equalized by State bd. of equalization.	Rate per ct. fixed by State bd. of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
					Add.	Ded.						
Schedule C.	Dollars.	Dollars.	Dolls.	Dolls.								
Personal property other than rolling-stock	90 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Porportionate value of capital stock	.....	.....	.....	183,336 00	.....	.....	.....	.....	.....	.....	.....	.....
Schedule D.												
Yates Tp.:												
Western depot-ground; 155 ft. N. si., lot 26; 165 N. si., lot 25; 175 ft. N. si., lot 24	100 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chenoa Tp.:												
Chenoa City—addition: Lots 5, 6, 7, 8, blocks 14; 100 ft. S. si., W. ½ block 11; all E. lett*h*er W, except a triangle 225 ft. on W. si. and 155 f. on N. W. corner block 11; a strip 40 ft. wide on S. end S. ½, block 9; and 50 ft. wide on side fractional block 10	210 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gridley Tp.:												
Gridley [town] depot-grounds: 520 × 122 N. si. and 520 × 122 S. si., right of way; W. pt. S. E. ¼ sec. 4, 26, 3, 2.90 acres	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	‡1,015 18	.....
520 × 122 N. si. and 520 × 122 S. si., right of way; E. pt. S. E. ¼ sec. 4, 26, 3, 2.90 acres	29 00	.....	.....	.....	.....	.....	.....	*175 42	.....	.....	‡42 49	.....
	339 00	.....	.....	947 00	.....	179	1,522 77	117 93	2,382 84	719 08	§260 37 469 73	6,705 61
	94,031 61	.....	.....	422,989 00	.....	.....	1,522 77	293 35	2,382 84	719 08	1,787 57	6,705 61

* Town. † County. ‡ Road. § Bridge.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected and equalized by co. board.	Value as assessed or equalized by St. bd. equalization.	Rate per ct. fixed by St. bd.		State tax.	Town & corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
SCHEDULE A.	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Add.*	*Ded.*						
Railroad track: A strip of land extending on each side of said railroad track, and embracing the same together with all the stations and improvements thereon, commencing at the point where said railroad track crosses the eastern boundary of Woodford County and extending to the point where the track crosses the western boundary line of said county, containing 220.57 acres, as follows:												
Main track, right of way and improvements thereon: (right of way, 220.57 acres; main track, 96,666 feet; side or second track and turn-outs, 11,182 feet	$52,383 90	.....	52,383 90	129,704 00	147	.....	.....	.....	.....	.....	.....	.....
The assessor of the town of Olio entered in his assessment-book the following lots embraced in property above described as railroad track, with the following valuations:												
Town of Eureka: Lots 1, 2, 3, & 4, block 2	12 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
119] Town of Cruger: Lots 1, 2, 3, & 4, block 3; Lots 1, 2, 3, & 4, " 4; Lots 1 & 2, " 4, Fisher's addition	$27 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	39 00	.....	117 00	104 00	166	.....	.....	.....	.....	.....	.....	.....
SCHEDULE B.												
Proportion of rolling-stock	$28,784 23	.....	28,784 23	79,484 00	161	.....	.....	.....	.....	.....	.....	.....
SCHEDULE C.												
Personal property other than rolling-stock	$140 00	.....	280 00	250 00	78	.....	.....	.....	.....	.....	.....	.....
Proportionate value of capital stock	.....	.....	.....	159,271	.....	.....	.....	.....	.....	.....	.....	.....

SCHEDULE No. 1—Continued.

SCHEDULE No. 1.—TOLEDO, PEORIA AND WARSAW RAILWAY CO.—WOODFORD COUNTY—Continued.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected and equalized by co. board.	Value as assessed or equalized by St. bd. equalization.	Rate per ct. fixed by St. bd.		State tax.	Town & corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
SCHEDULE D.	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Add.*	*Ded.*						
Palestine Tp.:												
[Town of Secor] depot grounds: 2,670 ft. long × 50 ft. wide N. si. & 2,670 × 50 S. sis.; right of way S. W. ¼, 5, 26, 1, 6.12 acres	30 60											
Cruger Tp.:												
Cruger depot grounds: 1,320 ft. long + 198 ft. wide E. end × 430 W. end N. si., and 400 ft. long × 205 ft. wide E. end × 130 ft. wide W. end, S. si. of right of way in W. ½ S. W. ¼, 11, 26, 2, 11.05 acres	55 25											
	85 85		257 55	230	167							
Totals	81, 432 98		81, 822 68	369, 043			1, 328 51	638 39	1, 617 14	590 47	601 67	$4, 826 18

120

SCHEDULE No. 1.—TOLEDO, PEORIA & WARSAW RAILWAY CO.—TAZEWELL CO.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected & equalized by co. bd.	Value as assessed or equalized by St. bd. of equalization.	Rate pr. ct. fixed by St. bd. of equalization.		State tax.	Town & corporation tax.	All school taxes.	County tax.	Special tax.	Total tax.
SCHEDULE A.	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Add.*	*Ded.*						
Railroad track:												
A strip of land extending on each side of said railroad track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad track crosses the east-												

ern boundary-line of Tazewell County and extending to the point where the track crosses the western boundary-line of said county, containing 188.95 acres as follows: main track, right of way, and improvements thereon: Right of way, 188.95 acres; main track, 83.248 feet; side or second tracks and turn-outs, 6,316 feet	$43,729 95											
The assessor of the town of Was'ington entered in his assessment-book the following lots and fractions thereof, embraced in property above described as railroad track, with the following valuations:												
Dorsey's addition to town of Washington, lots 15, 4, 3, 5, 6, 7, 8, 9, block 1; lot 14, block 2; lots 1, 2, & 3, block 5	$115 00											
121 Sample's addition: Fractions of lots 5, 6, 9, 10, 11, 12, 13, 24, 23, 22, 21, & 20	$405 00											
Crane's addition: Fractions of lots 16, 17, 18, & 19, block 2	35 00											
Total	$44,284 95			109,155 00	146							
SCHEDULE B.												
Proportion of rolling-stock	24,788 76			68,452 00	176							
SCHEDULE C.												
Personal property other than rolling-stock	130 00			50 00		160						
Proportionate value of capital stock				137,162 00								
	$69,203 71			314,819			1,133 61	67 99 55 33 123 32	974 79	1,794 55	491 74	$4,518 01

SCHEDULE No. 1.—TOLEDO, PEORIA & WARSAW RAILWAY CO.—PEORIA COUNTY.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected & equalized by co. bd.	Value as assessed or equalized by St. bd. of equalization.	Rate per ct. fixed by St. bd. of equalization.		State tax.	Town & corporation tax.	All school taxes.	County tax.	Special tax.	Total tax.
SCHEDULE A.	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Add.*	*Ded.*						
Railroad track:												
A strip of land extending on each side of said railroad track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad track crosses the eastern boundary-line of Peoria County, in the city of Peoria, and extending to the point where the track crosses the western boundary-line of said county, containing 145.82 acres, as follows:												
Main track, right of way, and improvements thereon: Right of way, 145 82 acres; main track, 64,763 feet; side or second tracks and turns-outs 30,527 feet	$40,611 50											
The assessor of the town of Peoria entered in his assessment-book the following lots, embraced in property above described as railroad track, with the following valuations:												
123 City of Peoria:												
N. W. ¼ lot 1 and N. W. ¼ lot 2, in Bigelow's & Underhill's addition	$300 00											
Lots noted on Schedule D; also across N. E. ¼ sec. 17, 8, 8, adjoining Peoria, Pekin, & Jacksonville; right of way described as a strip off N. W. side:												
30 feet wide on Jacob Darst lot, 75 00												
15 " " " E. T. Howland " 100 00												
15 " " " W. Cockle " 75 00												
15 " " " J. P. Heading " 50 00												
36 " " " Paper Mill Co. " 50 00												
30 " " " Spurck & Speer " 75 00												
25 " " " D. C. Farrell " 300 00	725 00											
Total	41,736 50		41,736 50	104,579 00	155							
SCHEDULE B.												
Proportion of rolling-stock	$30,888 58		30,889 00	53,552 00	73							

SCHEDULE C.												
Personal property other than rolling-stock	$23,785 00		26,610 00	23,683		17						
Proportionate value of capital stock				106,706								
124 SCHEDULE D.												
Peoria, [city,] S. E. ¼ block bounded by Oak, Elm, Water, & Washington sts	2,600 00											
Lots 7, 8, 9, 10, 11, 12, block 74; lots 7, 8, 9, 10, 11, 12, block 75; lots 7, 8, 9, 10, S. W. ¼ 11, block 63; lots 1 & 12, and Broadman's part of McKean's lot of S. E. pt. & McKean's lot of N. W. part of block 64 & subdivision of sec. 16, [except 60 ft. adj. lot 14,] lot 13	21,600 00											
Total	24,200 00		40,000	33,200	37							
Halle's Tp.:												
Mapleton depot grounds—												
1,450 fe't N. si. × 1,375 S. si.; 170 E. end & 80 ft. W. end, N. si.; right of way in S. E. cor., S. W. ¼ 20, 7, 7, 4.5 acres	40 50											
Timber Tp.:												
Glassford depot grounds—												
600 ft. E. & W. & 100 ft. W. end & E. end, N. si.; right of way, N. E. corner E. ½ S. W. ¼. 22, 7, 6, 0.34 acres; 720 ft. × 100, N. si.; right of way N. W. cor. E. ½ S. W. ¼ 22, 7, 6, 0.65 acres; 1,320 × 100 N. si.; right of way, W. ½ S. W. ¼, 22, 7, 6, 3.63 acres	40 20											
Total	80 70		570	360	370							
Total	121,180		139,805	321,780			1,158 41	258 24	1,029 48	1,930 68	535 07	4,911 88

SCHEDULE No. 1—Continued.

SCHEDULE NO. 1.—TOLEDO, PEORIA AND WARSAW RAILWAY CO.—FULTON COUNTY.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected and equalized by co. bd.	Value as assessed or equalized by St. bd. of equalization.	Rate per ct. fixed by St. bd. of equalization.		State tax.	Town & corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
SCHEDULE A.	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Add.*	*Ded.*						
Railroad track:												
A strip of land extending each side of said railroad track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad track crosses the eastern boundary-line of Fulton County and extending to the point where the track crosses the western boundary-line of said county, containing 405 91 acres, as follows: Main track, right of way, and improvements thereon; Right of way, 405.91 acres; main track, 178,308 feet; side or second track and turn-outs, 14,933 feet	$92, 002 60											
The assessor of the town of Canton entered in his assessment-book the following lots, embraced in property above-described as railroad track, with the following valuations:												
City of Canton:												
Lots 4 & 9, in block 3, & lot 4, in block 4, Anderson's addition	$60 00											
126 The assessor of the town of Putnan entered in his assessment-book the following lots, embraced in property above-described as railroad track, with the following valuation:												
Town of Cuba:												
Lots 51 × 52, middle addition	$30 00											
Total	$92, 092 60			233, 719								
SCHEDULE B.												
Proportion of rolling-stock	52, 049 11			145, 937								
SCHEDULE C.												
Personal property other than rolling-stock	150 00			12, 259								
Proportionate value of capital stock				292, 428								

Orion Tp.:												
Breed's depot grounds, 1,130×100 N. si.; right of way, west part S. E. ¼ 27, 7, 5, 2.59	25 90											
And 870×100 N. si.; right of way, east part S. W. ¼ 27, 7, 5, 2 acres	20 00											
Rannett's depot ground, {675 N. si. / 875 S. si.} ×150 N. si.; right of way, &c., se. end; N. part of E. ¼ S. W. ¼ 30, 7, 5, 2.66 acres	26 60											
Canton Tp.:												
Depot grounds, 250×90 S. si.; right of way, W. si. E. ½ N. W. ¼ 35, 7, 4, .51 acres	5 10											
Canton [city] depot-grounds, 775×90 S. si.; right of way, E. si., west ½ N. W. ¼ 35, 7, 4, 1.60 acres	16 00											
Putman Tp.:												
1,075×150 N. si.; right of way, W. part N. E. ¼ 12, 6, 3, 4.98 acres	49 80											
780 N. si. {×150 N. si.; right of way, E. part N. ½ N W. ¼ / 700 S. si.} 12 6, 3, 2.55	25 50											
[Town of Cuba] depot grounds, 1,440×150 N. si.; right of way, N. ½ S. W. ¼ sec. 17, 6, 3, 4.96 acres	49 60											
Cass Tp.:												
Smithfield depot grounds, 1,000×150 N. si.; right of way, se. si. in part N. W. ¼ 28, 6, 2, 3.45 acres	34 50											
700×150 N. si.; right of way, so. si., E. pt. E. ½ N. E. ¼ 29, 6, 2, 2.41 acres	24 10											
Canton Tp.:												
[City] lot 3, block 4, Anderson's addition; lots 140 & 161, Wright's addition	60 00			1,685								
	337 10											
Total valuation	$144,628 81			486,018			2,469 69	528 16	4,827 28	2,538 28	415 62	10,779 03

SCHEDULE No. 1—Continued.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected & equalized by co. bd.	Value as assessed or equalized by St. bd. of equalization.	Rate pr. ct. fixed by State bd. of equalization.		State tax.	Town and corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
					Add.	Ded.						
SCHEDULE A.	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*								
Railroad track:												
A strip of land extending on each side of said railroad track, and embracing the same, together with all the stations and improvements thereon; commencing at the point where the said railroad track crosses the eastern boundary-line of McDonough County, and extending to the point where the said railroad track crosses the western boundary-line of said county, said strip of land containing 327.96 acres, as follows:												
Main track, right of way, and improvements thereon	3,279 60			$11,899	255							
Right of way, 327.96 acres; main track, 148,134 feet; side or second track and turn-outs, 11,742 feet	$72,871 05			179,845	150							
The assessor of the town of Bushnell entered in his assessment-book the following lots embraced in property above described as railroad track, with the following valuations:												
Bushnell City:												
Lots 1 & 2, block 22, original town; lots 2, 3, 4, 5, block 59, & lot 2, block 60, Dichlent's addition, & 1,655 feet of track on Walnut street	65 00											
129 SCHEDULE B.												
Proportion of rolling-stock	$43,614 67			120,382	178							
SCHEDULE C.												
Personal property other than rolling-stock	110 00											
Proportionate value of capital stock				241,221								
SCHEDULE D.												
Mound Tp.:												
New Philadelphia depot grounds, 2,000×150, N. sl., right of way on S. E. ¼ 23, 6, 1, 6.89 acres	69 80											

Bushnell [city] depot grounds, 1,500 × 150, N. si., right of way, N. W. ¼ 33, 7, 1, 5.17 acres	51 70											
Walnut Grove Tp.:												
Scollsburg depot ground, 1,370 × 100, N. si., right of way on W. ½ N. W. ¼ 35, 7, 2, 3.15 acres	31 50											
Also, 630 × 100, N. si., right of way on E. si. N. E. ¼ 34, 7, 2, 1.45 acres	14 50											
130 Sciota Tp.:												
Town of Good Hope depot grounds, 2,750 × 150, N. si., right of-way on N. E. ¼ 36, 7, 3, 9.47 acres	94 70											
Town of Sciota depot grounds, 285 × 50, N. si., right of way on S. E. ¼ S. W. ¼ 28, 7, 3, .33 acres	3 30											
1,365 × 50, N. si., right of way, S. W. ¼ S. W. ¼ 28, 7, 3, 1.80 acres	18 00											
Blondinsville Tp.:												
Depot grounds, 800 × 150, N. si., right of way, W. si. W. ½ N. E. ¼ 33, 7, 4, 2.76 acres	27 60											
Blondinsville [town] depot grounds, 1,200 × 150, N. si., right of way, S. si. S. ¼ N. W. ¼ 33, 7, 4, 4.13 acres	41 30										*377 71	
Bushnell city, original town, lots 4, 5, 6, 7, 8, 9, block 21, S. W. ½ block 14	100 00										†1,053 36	
											‡44 52	
	116,135 02			553,345 00			1,997 57	425 09	1,951 69	1,719 69	1,475 59	7,569 10

* Road † R. R. Int. Road damage.

SCHEDULE No. 1—Continued.

131 SCHEDULE No. 1.—TOLEDO, PEORIA AND WARSAW RAILWAY CO.—HANCOCK COUNTY.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected and equalized by co. bd.	Value as assessed or equalized by State board of equalization.	Rate per ct. fixed by St. bd. of equalization.		State tax.	Town & corporation tax.	All school-taxes.	County tax.	Special tax.	Total tax.
					Add.	Ded.						
SCHEDULE A.	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*								
Railroad track:												
A strip of land extending on each side of said railroad track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad track crosses the eastern boundary-line of the town of La Harpe in entering said county, and extending to the point where the track crosses the northern boundary-line of the town of Durham in leaving the same, and extending westward to the point where the track ends in the city of Warsaw, on the western boundary of said county, containing 474.68 acres, as follows, to wit:												
Main track, right of way, and improvements thereon:												
Right of way, 474.68 acres; main track, 217,779 feet	$104,899 20											
Side or second tracks and turn-outs, 16,479 feet.	110,577 00											
132 The assessor of the town of La Harpe entered in his assessment-book the following lots embraced in property above described as railroad track, with the following valuations:												
Town of La Harpe:												
Lots 2×3, Nudd's addition; lot 1, Smith's addition; lots 12, 13, 15, Dixon's addition	$551 00											
The assessor of the town of Wilcox entered in his assessment-book the following lots embraced in property above described as railroad track, with the following valuations:												
City of Warsaw:												
A strip 100 feet wide, more or less, across blocks 171, 172, 173, 174, 181, 182, 183, 194, 195, and lots 1, 2, & 3, block 30, in the city of Warsaw	946 45											
Total	112,074 45			284,517								

SCHEDULE B.													
Proportion of rolling-stock	65,972 99			179,071									
SCHEDULE C.													
Personal property, other than rolling-stock	995 00												
Proportionate value of capital stock				358,821									
133 SCHEDULE D.													
La Harpe City:													
Depot grounds 850×150 N. si., right of way on N. si., W. ¼ S. W. ¼, sec. 27, 7, 5, 2.93 acres	29 30												
Also 1320 × 150 N. si., right of way E. ½ S. E. ¼ sec. 21, 7, 5, 4.55 acres	45 50												
La Harpe Tp.:													
Ingraham depot grounds 650 × 25 on E. si. & 700 × 75 on N. si., right of way on N. W. ¼, sec. 7, 7, 5, 1.58 acres	15 80												
700×25 on E. si. & 500× 75 on W. si., right of way on S. W. ¼ of S. W. ¼ sec. 7, 6, 5, 1.26 acres	12 60												
Fountain Grove Tp.:													
La Crosse depot grounds 2,000×150 N. si., right of way on N. W. ¼ sec. 7, 6, 5, 6.98 acres	69 80												
Pilot Grove Tp.:													
Burnside depot grounds 1,400 × 150 on S. si., right of way N. si., N. W. ¼ 21, 6, 6, 4.82 acres	48 20												
600 × 150 on S. si., right of way E. si. E. ½, *N. S.* ¼ 20, 6, 6, 2.67 acres	20 70												
Prairie Tp.:													
McCall depot grounds 2,000 × 150 on N. si., right of way E. si. S. E. ¼ 4, 5, 7, 6.98 acres	69 80												
Durham Tp.:													
Ingraham depot grounds 500 × 25 on E. si. and 750 × 75 on W. si., right of way on sec. 1, 7, 7, & 0.89 acres	8 90												
Warsaw [City] addition:													
Except 100 feet wide for right of way, lots 1, 2, & 3, block 30	25 00												
134 La Harpe [Town:]													
A strip 70 ft. wide S. end, 76 ft. wide N. end, & 642 feet long, except right of way 50 ft. wide for yard track, lot 1, Smith's addition	20 00												
0.14 acres of N. E. corner of lot 13 and 0.12 acres of S. W. corner of lot 12, & 0.17 acres off N. E. corner of lot 15, Dixon's addition, except right of way 50 ft. wide for yard track	6 00												
Ferris:													
Original town lots 11 & 12, block 20 & 9, block 29	27 00												
	398 60												
Total	179,441 04			823,410									$10,114 85

SCHEDULE No. 1—Continued.

135 SCHEDULE No. 1.—TOLEDO, PEORIA AND WARSAW RAILWAY CO.—HENDERSON COUNTY.

Description.	Value as listed by railway company.	Value as assessed by town assessor.	Value as corrected and equalized by co. bd.	Value as assessed or equalized by St. b. of equalization.	Rate per ct. fixed by State bd. of equalization.		State tax.	Town & corporation tax.	All school taxes.	County tax.	Special tax.	Total tax.
SCHEDULE A.	*Dolls.*	*Dolls.*	*Dolls.*	*Dolls.*	*Add.*	*d.*						
Rai'road track: A strip of land extending on each side of said railroad track and embracing the same, together with all the stations and improvements thereon, commencing at the point where the said railroad track crosses the southern boundary line of the town of Haney Creek in entering said county, and extending northward to Iowa Station, on section 14 in said town, containing 56.78 acres of land, as follows, to wit:												
Main track, right of way, and improvements thereon; (Right of way, 56.78 acres; main track, 24,715 feet; side or second tracks and turn-outs, 1,704 feet)	11,945 95	.....	.....	32,272	.....	.....	.....	.....	.....	.....	.....	.....
SCHEDULE B.												
Proportion of rolling-stock	15,478 68											
	5,122 24											
SCHEDULE C.	20,600 92	.....	.....	20,321	.....	.....	.....	.....	.....	.....	.....	.....
Personal property other than rolling-stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Proportionate value of capital stock	.....	.....	.....	40,718	.....	.....	.....	.....	.....	.....	.....	.....
136 SCHEDULE D.												
Iowa depot grounds— 1,453 × 75, east side; right of way, N. ½ S. W. ¼ sec. 14, 8, 6, 2.51 acres	12 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,453 × 25, west side, right of way, N. ½ S. W. ¼ sec. 14, 8, 6, 0.83 acres	4 14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
880 × 75, east side, right of way, south ½ N. W. ¼ sec. 14, 8, 6, 1.52 acres	7 60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	24 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	32,671 12	.....	.....	93,311	.....	.....	.....	.....	.....	.....	.....	1,009 07

137 TOLEDO, PEORIA & WARSAW RY. CO.—SUMMARY.

COUNTIES.	Track.		Rolling-stock.		Personal property.		Capital stock.
	Listed val.	Equalized.	Listed val.	Equalized val.	List.	Equalized	Equalized.
Livingston	$54,416	$132,710	$28,478	$78,639	$90	.....	$157,577
Woodford	52,383	129,704	28,784	79,484	140	250	159,271
Peoria	41,736	104,579	30,888	53,552	23,785	23,683	106,706
McDonough	76,650	191,742	43,614	120,382	110	.....	241,221
McLean	60,400	147,096	33,133	91,494	90	.....	183,336
Tazewell	44,284	109,155	24,788	68,452	130	50	137,162
Ford	17,316	41,087	9,463	26,131	30	.....	52,362
Iroquois	85,461	221,975	49,484	136,647	200	.....	273,813
Henderson	11,945	32,272	20,600	20,321	.....	.....	40,718
Hancock	112,074	284,517	65,972	179,071	995	.....	358,821
Fulton	92,092	233,719	52,049	145,937	150	.....	292,428
Total	648,436	1,629,556	388,039	1,000,110	25,720	.....	2,003,415

	Lands.		Total valuation.				Tax.
	Listed.	Equalized.	Listed.	Equalized.			
Livingston	.....	$50 60	$83,035	$368,926	.....	.....	$6,485 65
Woodford	$85 85	230 00	81,432	369,043	.....	.....	4,826 18
Peoria	80 70 22,200 00	360 00 33,200 00	121,180	321,780	.....	.....	4,911 88
McDonough	452 40	.....	116,135	553,345	.....	.....	7,569 10
McLean	339 00	.....	94,031	422,989	.....	.....	6,705 61
Tazewell	.....	.....	69,203	314,819	.....	.....	4,518 01
Ford	32 00	.....	26,842	119,706	.....	.....	2,037 08
Iroquois	553 90	.....	135,146	*632,367	.....	.....	10,726 21
Henderson	24 25	.....	32,671	*93,311	.....	.....	1,009 07
Hancock	398 60	.....	179,441	*823,410	.....	.....	10,114 85
Fulton	337 10	1,685	144,628	486,018	.....	.....	10,779 03
	26,554 30	.....	1,088,749	4,505,715	.....	.....	69,682 67

* Except lands.

138 [Auditor's Form No. 12.]

SCHEDULE NO. 2—*Annual return of the Toledo, Peoria and Warsaw Railway Company to the auditor of public accounts, as required by the 48th section of State revenue law.*

SCHEDULE NO. 1.—*Showing the property denominated "railroad track" belonging to or controlled by the Toledo, Peoria and Warsaw Railway Company on the 1st day of May, 1873, as required of railroad companies, according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872.*

Counties.	Right of way and improvements thereon.			Track.						Total values returned listed to county.
	Acres.		Value of buildings on right of way. (see schedule No. 5.)	Main.			Side, second, or turn-out.			
	No.	Value excluding improvements.		Miles.	Feet.	Value.	Miles.	Feet.	Value.	
Iroquois	381.54	$1,907 70	.....	31	2,505	$75,724 15	3	2,076	$5,374 80	$85,461 65
	.....	.....	.....	.....	.....	‡2,455 00	.....	.....	.....	.....
Ford	73.00	410 40	.....	6	100	15,825 25	..	1,652	550 66	.....
	.....	.....	.....	.....	.....	‡530 00	.....	.....	.....	17,316 31
Livingston	221.17	1,308 00	.....	18	598	47,004 90	3	938	5,033 40	.....
	.....	.....	.....	.....	.....	1,070 00	.....	.....	.....	54,415 30
McLean	209.47	1,308 70	.....	21	392	53,866 80	1	2,901	2,454 30	.....
	.....	*68 50	.....	.....	.....	‡1,184 85	..	1,820	456 00	60,469 15
	.....	.....	.....	.....	.....	‡1,520 00	.....	.....	.....	.....
Woodford	220.57	1,103 65	.....	18	1,626	46,474 75	2	625	3,355 50	.....
	.....	*39 00	.....	.....	.....	‡1,450 00	..	.....	.....	52,422 90
Tazewell	188.95	999 15	.....	15	4,048	39,669 00	..	8,598	1,084 80	.....
	.....	*555 00	.....	.....	.....	†831 60	..	2,718	815 40	.....
	.....	.....	.....	.....	.....	‡330 00	.....	.....	.....	44,284 95
Peoria	145.82	1,458 20	.....	12	1,403	28,973 70	..	4,385	1,315 50	.....

* Value of town and city lots & improvements on the same.
† " " main track on " " and on streets.
‡ " " improvements on right of way.

[Auditor's Form No. 12—Continued.]

Counties.	Right of way and improvements thereon. Acres. No.	Acres. Value excluding improvements.	Value of buildings on right of way. (see Schedule No. 5.)	Track. Main. Miles.	Main. Feet.	Main. Value.	Side, second, or turn-out. Miles.	Side, second, or turn-out. Feet.	Side, second, or turn-out. Value.	Total values returned listed to county.
Miles. Feet.										
P. P. of track....7 2,010	.....	$1,025 00	.....	.....	.....	†$633 50	4	5,022	7,842 60	.....
	.....	.....	.....	.....	.....	‡488 00	..	.....	.....	$41,736 50
Fulton	405.91	4,059 10	.....	33	3,243	81,055 35	2	4,053	4,383 90	.....
	.....	*90 00	.....	.....	.....	†371 25	..	160	48 00	.....
	.....	.....	.....	.....	.....	‡2,085 00	..	.....	.....	92,092 60
McDonough	327.96	3,279 60	.....	27	3,844	66,052 45	1	4,632	2,973 60	.....
	.....	*65 00	.....	.....	.....	†778 50	..	905	271 50	.....
	.....	.....	.....	.....	.....	‡2,995 00	..	.....	.....	76,215 65
Hancock	474.65	4,746 50	.....	40	5,092	24,274 10	2	1,012	3,471 60	.....
From Hamilton to Mississippi bridge track, 2,975 ft. † S. W. & W..... 1,488	.....	.....	.....	.....	1,487	.....	..	.....	.....	.....
Approach to bregge 735	.....	*1,497 45	.....	.....	.....	†4,205 70	..	4,907	1,472 10	.....
Bridge to centre of channel..... 1,555	.....	.....	.....	.....	.....	‡2,407 00	..	.....	.....	112,074 45
Henderson	56.78	283 90	.....	4	3,593	11,120 85	..	1,704	511 20	.....
C. B. & Q., Iowa to Carthage Junction..... 8 336	.....	.....	.....	.....	.....	30 00	..	.....	.....	11,945 95
Approach to bridge 228	.....	.....	.....	.....	.....	.....	..	.....	.....	.....
Bridge to centre of channel 1,667	.....	.....	.....	.....	.....	.....	..	.....	.....	.....
M. Feet.										
Totals in State. 16 2,739	2,705.82	24,204 85	.....	230	1,531	582,726 70	26	868	41,504 86	648,436 41
230 1,531										
246 4,270										

* Value of town and city lots & improvements on the same.
† " " main track on " " and in streets.
‡ " " improvements on right of way.

139 SCHEDULE No. 2.

Showing the property denominated "rolling-stock," belonging to or controlled or operated by the Toledo, Peoria and Warsaw Railway Company on the 1st day of May, 1873, as required of railroad companies, according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872.

Description.—For length of main track on which said rolling-stock is used in each county, see Schedule No. 1.	No.	Average value.	Total listed value.
Locomotives—all classes	45	2,500 00	112,500 00
Passenger-cars—all classes	13	1,000 00	13,000 00
Sleeping, dining, and drawing-room cars	.....	.....	.....
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 00	26,460 00
Platform-cars	2	125 00	250 00
Wrecking-cars	1	210 00	210 00
Boarding-cars	1	400 00	400 00
Hand-cars	56	20 00	1,120 00
Rubble-cars	18	15 00	270 00
Total listed value of rolling-stock	.....	.....	389,990 00

Length of main track on which said rolling-stock is used in Illinois	246 miles,	4,270 feet.
" " " " " " " " elsewhere	1 miles,	1,272 feet
Total length of road	248 miles,	262 feet.

Remarks.

140 SCHEDULE No. 3.

Showing the number of ties in track per mile; the weight of iron or steel per yard used in main and side track; what joints or chairs are used in track; the kind of ballasting of road; quality of buildings or structures on railroad track; the length of time iron (or steel) in track has been used, and length of time the road has been built; all belonging to or controlled by the Railroad Company on the 1st day of May, 187 , and hereby scheduled and returned, as required of railroad companies by section 48 of "An act for the assessment of property, and for the levy and collection of taxes," approved March 30th, 1872.

State number of ties in track, per mile 2,500

State weight of iron and steel per yard in "main track," and side, second, or turn-out.

Iron, weight per yard, 56 on 152¾ miles, main.
Iron, " " " 60 on 77½ " main, 230¼ miles.
Iron, " " " 56 on 26 miles, 868 feet, side, second, or turn-out.
" " " ..... side, second, or turn-out.

State kind of "joints" or "chairs" used in track.

152¾ miles wrought-iron chairs.
77½ " splice-plates and bolts.
230¼

State kind of ballasting used in road.

Miles, feet, rock.
Miles, feet, gravel.
Miles, 230 feet, 1,531 dirt.
Miles, feet, other material.

State number of buildings or other structures on railroad track 119

State quality of buildings or other structures on railroad track.

4½ small office' for use of agent.
6½ passenger depots, (one brick.)
19½ passenger & freight depots.
4½ freight depots.
30 section-men's houses.
32 cattle-pens.
3½ engine-houses.
5 shops, (2 at round-house, & 3 carpenter & blacksmith.)
11 store-rooms; 5 coal-sheds.
17½ water-tanks.

State length of time iron or steel in track has been used.

44½ miles, 13½ years.
11½ " 13 "
86½ " 4½ "
66½ " 4 "
11½ " 2 "
10½ " 1½ "
230½ "

State length of time road has been built.

86 miles, 15½ years.
25 " 13½ "
11½ " 13 "
97½ " 4½ "
10½ " 1½ "
230½ "

State proportion of iron and steel used in "main" and "side, second, or turn-out."

Iron, miles 230, feet 1,531, main.
Steel, miles feet , main.
Iron, miles 26, feet 868, side, second, or turn-out.
Steel, miles , feet , side, second or turnout.

141 SCHEDULE No. 4.

Showing the amount of capital stock authorized, and the number of shares into which such capital stock is divided; the amount of capital stock paid up; the market value, or actual value, of the shares of said stock; the total indebtedness, except for current expenses for operating the road, and the total listed valuation of all tangible property in this State belonging to or controlled by the Rail Company, on the 1st day of May, 187 , as required of railroad companies, according to section 48 of "An act for the assessment of property, and for the levy and collection of taxes," approved March 30th, 1872.

1st. The amount of capital stock authorized, and the number of shares into which such capital is divided, with amount of each share.

Amount of capital stock $5,700,000 00
No. of shares 57,000
Amount of each share $100 00

Proportion of capital stock belonging in Illinois and elsewhere.

Amount of capital stock in Illinois ..... $
" " " elsewhere ..... $
Total ..... $

2d. The amount of capital stock paid up.....

Capital stock paid up $5,700,000 00
Proportion paid up in Illinois ..... $
Proportion paid up elsewhere ..... $
Total $5,700,000 00

3d. The market value, or if no market value, then the actual value of the shares of stock.

Market value ..... $
or
Actual value ..... $

4th. Total amount of all indebtedness except for current expenses for operating the road.

Total indebtedness, including current expenses for operating the road, about... $7,365,071 17
Deduct indebtedness for current expenses created in operating the road, about... $180,351 80
Total $7,184,219 37

5th. The total listed valuation of all tangible property in this State.

1. Railroad track $648,436 41
2. Rolling-stock, (proportion in Illinois).. $388,039 00
3. Real estate, 254 99-100 lands $1,806 30
4. Real estate, 53 lots $24,748 00
5. Personal property $25,720 00
Total $1,088,749 71

142 STATE OF ILLINOIS, *County, ss :*

, president, and , secretary of the Rail Company, being duly sworn, depose and say, each for himself, that they are the above-entitled officers of the said rail company, and that the foregoing schedules, respectively numbered one, (1,) two, (2,) three (3,) and four, (4,) contain and are full, true, and correct statements and schedules of the property (real and personal) of the said rail company, which are required to be returned to the auditor of public accounts, under provisions of section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30th, 1872.

Subscribed and sworn to before me this day of 187 .*

, *Prest.*

, *Sec't'y.*

*May be sworn to before a notary public, justice of the peace, or any officer to administer oaths.

[Form 1.]

143 EXHIBIT A 1.—J. HOUGH, *U. S. commissioner N. D. of Ill.*

OFFICE OF THE

TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY,

Peoria, Ill., 187 .

To the county clerk of Iroquois County, Ill. :

In accordance with the provisions of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, the Toledo, Peoria and Warsaw Railway Company makes return of its property for taxation by schedules, as follows:

Schedule marked "A" shows the property designated by law "railroad track," belonging to or controlled by the company, and the listed va ue thereof.

Schedule marked "B" shows a detailed inventory of all property denominated by law "rolling-stock," belonging to or controlled by this company, and the listed value thereof; also the length (in feet) of main track on which said "rolling-stock" is used in Illinois, and the length (in feet) of main track on which said "rolling-stock" is used elsewhere.

Schedule marked "C" shows the "tools and material for repairs," and "all other personal property" (except "rolling-stock") belonging to or controlled by this company, and the location and listed value thereof.

Schedule marked "D" shows all real estate (other than railroad track) belonging to or controlled by this company, its location and listed value.

A "recapitulation" is added, showing the proportion of the several classes of property listed in said schedule, lying in each township, city, and village in your county. Where a city or village, or both, are in a township, the proportion is first given for the township, embracing only the property which properly belongs to that portion of the township outside of the city or village limits. In all such cases, by adding the proportion placed to the city or village, or of both, as the case may be, to the proportion stated for the township, the total of the township will be obtained.

Respectfully,

Company.

[Form 2.]

SCHEDULE A.—"*Railroad track*" *belonging to or controlled by the Toledo, Peoria and Warsaw Railroad Company in Iroquois County, Ill., in May* 1*st*, 187

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turnout.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
SHELDON TOWNSHIP.													
S. E. ¼	6	26	10	700	100	8 60	8 00	700	315 00	728 632 430	218 40 189 60 129 00	½ tank ..... 100 00 Engine-h ..... 300 00 Shed ..... 15 00 Coal-shed ..... 50 00 Oil-room ..... 25 00 " ..... 15 00 Boarding-h ... 200 00	$1,565 00
S. E. ¼ N. E. ¼	"	"	"	250	"	.58	2 90	250	112 50				115 40
S. W. ¼ N. E. ¼	"	"	"	920	"	2. 11	10 55	920	414 00	336	100 80		525 35
N. W. ¼	"	"	"	1, 322	"	3. 04	15 20	1, 322	594 90	1, 322	396 60		1, 006 70
S. E. ¼ N. E. ¼	1	26	11	1, 356	"	3. 11	15 55	1, 356	610 20	286	85 80		711 55
S. W. ¼ N. E. ¼	"	"	"	1, 356	"	3. 11	15 55	1, 356	610 20				620 75
S. ½ N. W. ¼	1	"	"	2, 712	"	6. 25	31 15	2, 712	1, 220 40				1, 251 55
E. pt. N. E. ¼	2	"	"	1, 083	"	2 49	12 45	1, 083	487 35				499 80
W. pt. N. W. ¼	2	"	"	1, 857	"	4. 26	21 50	1, 857	835 65				856 95
S. E. ¼ N. E. ¼	3	"	"	1, 320	"	3. 03	15 15	1, 320	594 00				609 15
S. W ¼ N. E. ¼	"	"	"	1, 320	"	3. 03	15 15	1, 320	594 00				609 15
S. E. ¼ N. W. ¼	"	"	"	1, 342	"	3. 08	15 40	1, 342	603 90				619 30
S. W. ¼ N. W. ¼	"	"	"	1, 342	"	3. 08	15 40	1, 342	603 90				619 30
N. E. ¼	4	"	"	2, 632	"	6. 04	30 20	2, 632	1, 184 40				1, 214 60
E. ½ N. W.	"	"	"	1, 316	"	3. 02	15 10	1, 316	592 20				607 30
N. W. ¼ N. W. ¼	"	"	"	1, 316	"	3. 02	15 10	1, 316	592 20				607 30
N. ½ N. E. ¼	5	"	"	2, 656	"	6. 10	30 50	2, 656	1, 195 30				1, 225 70
N. ½ N. W. ¼	"	"	"	2, 608	"	5. 99	29 45	2, 608	1, 173 60				1, 203 55
N. ½ N. E. ¼	6	"	"	2, 656	"	6. 10	30 50	2, 656	1, 195 20				1, 225 70
N. ½ N. W. ¼	"	"	"	2, 676	"	6. 15	30 75	2, 676	1, 204 20				1, 234 95
						75. 17	375 85	32, 740	14, 733 00	3, 734	1, 120 00	705 05	16, 934 05

[Form 2.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Iroquois County, Ill., May 1st, 187 .*

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
SHELDON TOWNSHIP—SHELDON, (TOWN.)													
W. pt. N. E. ¼	2	26	11	1,580	100	3 63	18 15	1,580	711 00	1,082	324 60	Sec. H..... 60 00	1,363 75
E. pt. N. W. ¼	"	"	"	700	"	1. 61	8 05	700	315 00	.....	.....	¼ station 250 00	323 05
						5. 24	26 20	2,280	1,026 00	1,082	334 60	31 00	1,686 80
145 MIDDLEPORT TOWNSHIP.													
N. E. ¼ N. E. ¼	1	26	12	1,332	100	3. 06	15 30	1,332	599 40	.....	.....	.....	614 70
N. W. ¼ N. E. ¼	"	"	"	1,333	"	3. 06	15 30	1,333	599 85	.....	.....	.....	615 15
N. E. ¼ N. W. ¼	"	"	"	1,363	"	3. 13	15 65	1,363	613 35	.....	.....	.....	629 00
								50					
N. W. ¼ N. W. ¼	"	"	"	1,364	"	3. 13	15 65	1,364	682 00	.....	.....	.....	697 65
N. E. ¼ N. E. ¼	2	"	"	720	"	1. 65	8 25	720	560 00	.....	.....	.....	368 25
W. pt. S. E. ¼	35	27	12	1,950	"	4. 48	22 40	1,950	975 00	.....	.....	.....	997 40
S. W. ¼	35	"	"	2,647	"	6. 08	31 40	2,647	1,323 50	.....	.....	.....	153 90
E. ½ S. E. ¼	34	"	"	1,323	"	3. 04	15 20	1,324	662 00	.....	.....	.....	677 20
W. ½ S. E. ¼	"	"	"	1,324	"	3. 04	15 20	1,324	662 00	.....	.....	.....	677 20
S. W. ¼	"	"	"	2,647	"	6. 08	30 40	2,647	1,323 50	.....	.....	.....	1,353 90
S. E. ¼ S. E. ¼	33	"	"	1,323	"	3. 04	15 20	1,323	660 00	.....	.....	.....	676 70
W. ½ S. E. ¼	"	"	"	1,323	"	3. 04	15 20	1,323	660 50	.....	.....	.....	676 70
								45					
E. ½ S. E. ¼ S. E. ¼	31	"	"	660	"	1. 52	7 60	660	297 00	.....	.....	.....	304 60
W. ½ S. E. ¼ S. E. ¼	"	"	"	670	"	1. 54	7 70	670	301 50	.....	.....	.....	309 20
								50					
S. W. ¼ S. E. ¼	"	"	"	1,540	"	3. 54	17 70	1,540	770 00	.....	.....	Tank 200 00	987 70
								45					
S. E. ¼ S. W. ¼	"	"	"	1,324	"	3. 04	15 20	1,324	595 80	.....	.....	.....	611 00
W. ½ S. W. ¼	"	"	"	1,320	"	3. 03	15 15	1,320	594 00	.....	.....	.....	609 15
						55. 50	277 50	24,163	11,681 90	.....	.....	200 00	12,159 40

MIDDLEPORT TOWNSHIP—WATSEKA CITY.

S. W. ¼	33	27	12	2,647	100	6.08	30 40	50 2,647 45	1,323 50			Station .....300 00 Sec. H..... 60 00	1,353 90
S. E. ¼	32	"	"	2,640	"	6.06	30 30	2,640	1,188 00	2,363	708 90	Cattle-pen 20 00	2,307 20
S. W. ¼	"	"	"	2,640	"	6.06	30 30	2,640	1,188 00	63	18 90		1,237 20
						18.20	91 00	7,927	3,699 50	2,426	727 80	380 00	4,898 30

146 IROQUOIS TOWNSHIP.

S. ½ S. E. ¼	26	27	13	2,640	100	6.06	30 30	2,640	1,188 00				1,218 30
S. W. ¼	"	"	"	2,640	"	6.06	30 30	2,640	1,188 00				1,218 30
S. ½ S. E. ¼	35	"	"	2,640	95	5.76	28 80	2,640	1,188 00				1,216 80
E. ½ S. W. ¼	"	"	"	1,320	87	2.64	13 20	1,320	594 00				607 20
W. ½ S. W. ¼	"	"	"	1,320	80	2.42	12 10	1,320	594 00				606 10
S. E. ¼	34	"	"	2,640	77	4.67	23 35	2,640	1,188 00				1,211 35
S. W. ¼	"	"	"	2,640	"	4.67	23 35	2,640	1,188 00				1,211 35
S. E. ¼	23	"	"	2,640	"	4.67	23 35	2,640	1,188 00				1,211 35
S. W. ¼	"	"	"	2,640	"	4.67	23 35	2,640	1,188 00				1,211 35
S. E. ¼	32	"	"	2,640	"	4.67	23 35	2,640	1,188 00	855	256 50		1,467 85
S. W. ¼	"	"	"	2,640	"	4.67	23 35	2,640	1,188 00	1,389	416 70		1,628 05
S. ½ S. E. ¼	31	"	"	2,640	74	4.48	22 40	2,640	1,188 00				1,210 40
S. W. ¼	"	"	"	2,640	70	4.24	21 20	2,640	1,188 00				1,209 20
						59.68	298 40	31,680	14,256 00	2,244	673 20		15,227 60

GRENARD TOWNSHIP.

N. E. ¼	2	26	13	2,640	5	.35	1 50						1 50
N. W. ¼	"	"	"	2,640	17	1.02	5 10						5 10
N. E. ¼	3	"	"	2,640	23	1.39	6 95						6 95
N. W. ¼	"	"	"	2,640	"	1.39	6 95						6 95
N. E. ¼	4	"	"	2,640	"	1.39	6 95						6 95
N. W. ¼	"	"	"	2,640	"	1.39	6 95						6 95
N. E. ¼	5	"	"	2,640	"	1.39	6 95						6 95
N. W. ¼	"	"	"	2,640	"	1.39	6 95						6 95
N. E. ¼	6	"	"	2,640	26	1.58	7 90						7 90
N. W. ¼	"	"	"	2,640	30	1.82	9 10						9 10
						13.06	65 30						65 30

147 DOUGLASs TOWNSHIP.

S. E. ¼	36	27	14	2,640	67	4.06	20 30	2,640	1,188 00				1,208 30
E. ½ S. W. ¼	"	"	"	1,320	64	1.94	9 70	1,320	594 00				603 70
S. W. ¼ S. W. ¼	"	"	"	1,320	64	1.94	9 70	1,320	594 00				603 70
S. E. ¼ S. E. ¼	35	"	"	1,320	68	2.06	10 30	1,320	594 00				604 30
S. W. ¼ S. E. ¼	"	"	"	1,320	76	2.30	11 50	1,320	594 00				605 50
S. ½ S. W. ¼	"	"	"	2,640	91	5.51	27 55	2,640	1,188 00				1,215 55
S. E. ¼	34	"	"	2,640	100	6.06	30 30	2,640	1,188 00				1,218 30
S. W. ¼	"	"	"	2,640	"	6.06	30 30	2,640	1,188 00				1,218 30

[Form 2.]

SCHEDULE A—Continued.

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
DOUGLASS TOWNSHIP—Continued.													
S. ½ S. E. ¼	33	27	14	2,640	100	6.06	30 30	2,640	1,188 00				1,218 30
E. ½ S. W. ¼	"	"	"	1,320	"	3.03	15 15	1,320	594 00				609 15
W. ½ S. W. ¼	"	"	"	1,320	"	3.03	15 15	1,320	594 00				609 15
S. E. ¼	32	"	"	2,640	"	6.06	30 30	2,640	1,188 00				1,218 30
S. W. ¼	"	"	"	2,640	"	6.06	30 30	2,640	1,188 00				1,218 30
S. E. ¼ S. E. ¼	31	"	"	1,320	"	3.03	15 15	1,320	594 00				609 15
N. E. ¼	1	26	14	2,640	33	2.00	10 00						10 00
N. W. ¼	"	"	"	2,640	36	2.18	10 90						10 90
N. E. ¼	2	"	"	2,640	28	1.70	8 50						8 50
N. W. ¼	"	"	"	2,640	9	.55	2 75						2 75
W. pt. S. W. ¼	31	27	11	98	100	.22	1 10	98	44 10				45 20
S. E. ¼	36	27	10	2,640	"	6.06	30 30	2,640	1,188 00				1,218 30
E. ½ S. W. ¼	"	"	"	1,320	"	3.03	15 15	1,320	594 00				609 15
W. ½ S. W. ¼	"	"	"	1,320	"	3.03	15 15	1,320	594 00				609 15
S. E. ¼	35	"	"	2,641	"	6.06	30 30	2,641	1,188 45				1,218 75
S. W. ¼	"	"	"	2,641	"	6.06	30 30	2,641	1,188 45				1,218 75
S. E. ¼	34	"	"	2,642	"	6.06	30 30	2,642	1,188 90				1,219 20
E. pt. S. W. ¼	"	"	"	1,665	"	3.82	19 10	1,665	749 25				768 35
W. pt. S. W. ¼	"	"	"	1,025	"	2.35	11 75	1,025	461 25				473 00
E. pt. S. E. ¼	33	"	"	1,378	"	3.16	15 80	1,378	620 11				635 90
W. pt. N. E. ¼	4	26	10	1 260	"	2.89	14 45	1,260	567 00				581 45
N. W. ¼	"	"	"	2,624	"	6.03	30 15	2,624	1,180 80	1,585	475 50		1,686 45
La Hogue, N. E. ¼	5	"	"	2,626	"	6.05	30 25	2,636	1,186 20	350	105 00		1,321 45
N. W. ¼	"	"	"	2,623	"	6.02	30 10	2,623	1,180 35				1,210 45
N. E. ¼	6	"	"	2,642	"	6.07	30 35	2,642	1,188 90				1,219 25
N. W. ¼	"	"	"	2,600	"	5.97	39 85	2,600	1,170 00				1,199 85
						136.51	682 55	59,475	26,763 75	1,935	580 50		28,026 80
148 DOUGLASS TOWNSHIP—GILMAN (TOWN.)													
W. ½ S. E. ¼	31	27	14	1,320	100	3.03	15 15	1,320	594 00				609 15

S. W. ¼	"	"	"	2,640	"	6.06	30 30	2,640	1,188 00	1,544 960	463 20 228 00	½ fr't depot... 400 00 ½ station..... 400 00	3,142 10
E. ½ S. E. ¼	31	27	11	1,320	"	3.03	15 15	1,320	594 00	1,442 500	432 60 150 00	Sec. ho..... 60 00	1,029 45
W. ½ S. E. ¼	"	"	"	1,320	"	3.03	15 15	1,320	594 00	701 1,320	210 30 396 00	.....	1,005 15
E. pt. S. W. ¼	"	"	"	1,320	"	3.03	15 15	1,320	594 00	228	68 40	.....	677 55
						18.18	90 90	7,920	3,564 00	6,495	1,948 50	860 00	6,463 40

* NOTE.—Note including any stations or improvements on a laid-off town or city lot.

The above parcels of land embrace a strip or tract of land extending on each side of the railroad-track and embracing the same, together with all the stations and other improvements thereon, commencing at the point where the line of said railroad crosses the western boundary-line of Iroquois County, and extending to the point where the said railroad track crosses the western boundary-line of said county, said strip or tract of land containing in all 381.54 acres; and further, this schedule embraces all the property in said county denominated by the State revenue law, "railroad track," which is hereby listed at the aggregate value of $85,461.65.

This Schedule A does not include any part of the right of way across any laid-off lots or blocks in any city or village, or where the railroad track is laid in any street.

149 [Form 5.]

SCHEDULE B.—*Rolling-stock belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, May 1st, 187 .*

Description.	No.	Average value.	Total listed value.
Locomotives, all classes	45	2,500 00	112,500 00
Passenger-cars, all classes	13	1,000 00	13,000 00
Sleeping and dining cars			
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 00	26,460 00
Platform-cars	2	125 00	250 00
Wrecking-cars	1	210 00	210 00
Pay-cars			
Hand-cars	56	20 00	1,120 00
Boarding-cars	1	400 00	400 00
Rubble "	18	15 00	270 00
			389,990 00

Length of main track on which said rolling-stock is used in Illinois	246 miles,	4,270 feet.
" " " " " elsewhere	1 mile,	1,272 feet.
Proportion of above listed value to be taxed in Illinois		$388,039
" " " not taxable in Illinois		1,951
Total		388,990

SCHEDULE C.—*Personal property belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of Iroquois, May 1st, 187 .*

Where located on 1st day of May, 187 .		Description of property.	Value of tools and materials for repairs.	Value of all other personal property.	Total listed value.
Township.	City or village.				
Sheldon	State Line Depot	Sundries		50 00	50 00
"	Sheldon, (town)	Track-repairers' tools	20 00		30 00
"	" "	Sundries		10 00	
Middleport	Watseka (city)	Track-repairers' tools	20 00		30 00
"	" "	Sundries		10 00	
Iroquois	Cresent Station	Track-repairers' tools	20 00		20 00
Douglas	Gilman (town)	Track-repairers' tools	60 00		70 00
"	" "	Sundries		10 00	
					200 00

150 [Form 8.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of Iroquois, State of Illinois, on the first day of May,* 187 , *with its location and listed value, including all improvements, except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description of lands. Part of section.	Section.	Town.	Range.	Acres.	Listed value.
Sheldon Township:						
Sheldon, (town)	Depot grounds, 1,060 ft. × { 49 ft. E. / 117 " W. } end,				2.62	10 10
	south side of right of way, N. E. ¼	2	26	11		
	1,060 ft. × { 154 E. end, / 86 W. " } north side of right of				2.59	14 95
	way, N. E. ¼	"	"	"		
	180 × { 117 E. end, / 128 W. " } south side of right of way,				.50	2 50
	N. W. ¼	"	"	"		
	180 × { 86 E. end, / 75 W. " } north side of right of way,				.34	1 70
	N. W. ¼	"	"	"		
Sheldon (Township)	S. ½ S. E. ¼ N. E. ¼	31	27	"	20.00	100 00
Middleport Township:						
Watseka City	Depot grounds, 880 ft. x { 160 E. end, / 140 W. " } south				3.03	15 15
	side of right of way, S. E. ¼	32	27	12		
	880 ft. × { 84 E. end, / 104 W. " } north side of right of				1.90	9 50
	way, S. E. ¼	"	"	"		
Middleport Township	W. ½, S. E. ¼	29	27	12	80.00	400 00
Total No. of acres and value of lands					110.78	553 90

151 [Form 10.

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in Iroquois County, State of Illinois.

	Items of property listed.	Track. Length of main in feet.	Track. Length of side, second, or turn-outs in feet.	Listed value.
Township of Sheldon	Railroad track—main	37,740		15,108 85
	" " side, second, or turn-out		3,734	1,120 20
	" " improvements on right of way			705 00
	Rolling-stock—proportion thereof			9,748 99
	Other personal property			50 00
	Real estate—lands			100 00
	" lots			
	Totals in township, other than in cities and villages			26,833 04
Town of Sheldon	Railroad track—main	2,280		1,052 20
	" " side, second, or turn-out		1,082	324 60
	" " improvements on right of way			310 00
	Rolling-stock—proportion thereof			678 92
	Other personal property			30 00
	Real estate—lands			27 25
	" lots			
	Total in			2,424 97

152 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Iroquois County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Middleport.	Railroad track—main	24,163	.....	11,959 40
	" " side, second, or turn-out	.....	.....	.....
	" " improvements on right of way	.....	.....	200 00
	Rolling-stock—proportion thereof	.....	.....	7,195 02
	Other personal property	.....	.....	.....
	Real estate—lands	.....	.....	400 00
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	19,754 42
City of Watseka	Railroad track—main	7,927	.....	3,790 50
	" " side, second, or turn-out	.....	2,426	727 80
	" " improvements on right of way	.....	.....	380 00
	Rolling-stock—proportion thereof	.....	.....	2,360 42
	Other personal property	.....	.....	30 00
	Real estate—lands	.....	.....	24 65
	" lots	.....	.....	.....
	Total in	.....	.....	7,313 37

153 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Iroquois County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Iroquois...	Railroad track—main	31,680	.....	14,554 40
	" " side, second, or turn-out	.....	2,244	673 20
	" " improvements on right of way	.....	.....	.....
	Rolling-stock—proportion thereof	.....	.....	9,433 35
	Other personal property	.....	.....	20 00
	Real estate—lands	.....	.....	.....
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	24,680 95

154 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Iroquois County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Grenard...	Railroad track—main, right of way			65 30
	" " side, second, or turn-out			
	" " improvement on right of way			
	Rolling-stock—proportion thereof			
	Other personal property			
	Real estate—lands			
	" lots			
	Totals in township, other than in cities and villages			65 30

155 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Iroquois County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Douglass ..	Railroad track—main	59,475		27,446 30
	" " side, second, or turn-out		1,935	580 50
	" " improvements on right of way			
	Rolling-stock—proportion thereof			17,709 87
	Other personal property			
	Real estate—lands			
	" lots			
	Totals in township, other than in cities and villages			45,736 67
Town of Gilman.....	Railroad track—main	7,920		3,654 90
	" " side, second, or turn-out		6,495	1,948 50
	" " improvements on right of way			860 00
	Rolling-stock—proportion thereof			2,358 34
	Other personal property			70 00
	Real estate—lands			
	" lots			
	Total in			$8,891 74

156 EXHIBIT A²—J. HOUGH, *U. S. Commissioner, N. D. of Ill.*

Form 1.] OFFICE OF THE
TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY,
Peoria, Ill., , 187 .

To the county clerk of Ford County, Ill.:

In accordance with the provisions of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, the company makes return of its property for taxation by schedules, as follows:

Schedule marked "A" shows the property designated by law, "railroad track," belonging to or controlled by the company, and the listed value thereof.

Schedule marked "B" shows a detailed inventory of all property denominated by law "rolling-stock," belonging to or controlled by this company, and the listed value thereof; also the length (in feet) of main track on which said "rolling-stock" is used in Illinois, and the length (in feet) of main track on which said "rolling-stock" is used elsewhere.

Schedule marked "C" shows the "tools and materials for repairs," and "all other personal property" (except "rolling-stock,") belonging to or controlled by this company, and the location and listed value thereof.

Schedule marked "D" shows all real estate (other than railroad track) belonging to or controlled by this company, its location and listed value.

A "recapitulation" is added, showing the proportion of the several classes of property listed in said schedule, lying in each township, city, and village in your county. Where a city or village, or both, are in a township, the proportion is first given for the township, embracing only the property which properly belongs to that portion of the township outside of the city or village limits. In all such cases, by adding the proportion placed to the city or village, or of both, as the case may be, to the proportion stated for the township, the total of the township will be obtained.

Respectfully,

Company.

[Form 2.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company in Ford County, Ill., May 1st, 1873.*

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
BRENTON TOWNSHIP.													
N. E. ¼	1	26	9	2,654	100	6.09	30 45	2,654	1,327 00				1,357 45
N. W	"	"	"	2,684	"	6.16	30 80	2,684	1,342 00				1,372 80
N. E	2	"	"	2,663	"	6.12	30 60	2,663	1,331 50				1,362 10
N. W	"	"	"	2,615	"	6.01	30 05	2,615	1,307 50			Tank 200 00	1,537 55
N. E	3	"	"	2,635	"	6.05	30 25	2,635	1,317 50				1,347 75
N. W	3	"	"	2,693	"	6.18	30 90	2,693	1,346 50				1,377 40
W. ½ N. W. ¼	4	26	9	1,296	100	2.98	14 90	1,296	648 00				662 90
N. E. ¼	5	"	"	2,676	100	6.14	30 70	2,676	1,338 00				1,368 70
N. W. ¼	"	"	"	2,650	100	6.12	30 60	2,650	1,325 00			Sec. H. No. 6... 60 00	1,355 60
N. E. ¼	6	"	"	2,643	100	6.07	30 35	2,643	1,321 50				1,351 85
N. W. ¼	"	"	"	2,623	"	6.02	30 10	2,623	1,311 50				1,341 60
PIPER CITY, (TOWN.)				27,832	.....	63.94	319 70	27,832	13,196 00	00	00 00	260 00	14,495 70
E. ½ N. E. ¼	4	26	9	1,327	100	3.05	30 50	1,327	663 50				694 00
W. ½ N. E. ¼	"	"	"	1,326	"	3.04	30 40	1,326	663 00	730	243 33	Tank 200 00	1,136 73
E. ½ N. W. ¼	"	"	"	1,295	"	2.98	29 80	a45 1,295	582 75	922	307 33	Station..... 50 00 Cattle-pen..... 20 00	50 00 939 88
				.....	.....	9.07	90 70	3,948	1,909 25	1,652	550 66	270 00	2,820 61
Amount in township				.....	.....	63.94	319 70	27,832	13,916 00	.....	.....	260 00	14,495 70
Piper City				.....	.....	9.07	90 70	3,948	1,909 25	1,652	550 66	270 00	2,820 61
Total				.....	.....	73.00	410.40	31,780	15,825 25	1,652	550 66	530 00	17,316 31

*NOTE.—Not including any stations or improvements on a laid-off town or city lot.

The above parcels of land embrace a strip or tract of land extending on each side of the railroad track, and embracing the same, together with all stations and other improvements thereon, commencing at the point where the line of said railroad crosses the eastern boundary-line of Ford County, and extending to the point where the said railroad track crosses the western boundary-line of said county, said strip of land containing, in all, 73 acres; and, further, this schedule embraces all the property in said Ford County denominated by the State revenue law "railroad track," which is hereby listed at the aggregate value of $17,316.31. This schedule "A" does not include any part of the right of way across any laid-off lots or blocks in any city or village, or where the railroad track is laid in any street.

158 [Form 6.]

SCHEDULE B.—*Rolling-stock belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, May 1st, 1873.*

Description.	No.	Average value.	Total listed value.
Locomotives, all classes	45	2,500 00	112,500 00
Passenger-cars, all classes	13	1,000 00	13,000 00
Sleeping and dining cars			
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 00	26,460 00
Platform-cars	2	125 00	250 00
Wrecking-cars	1	210 00	210 00
Pay-cars			
Hand-cars	53	20 00	1,060 00
All other kinds of cars, boarding-cars	1	400 00	400 00
rubble-cars	18	15 00	270 00
			389,930 00

Length of main track on which said rolling-stock is used in Illinois	246 miles	4,068 feet.
" " " " " elsewhere	1 mile	1,272 feet.
Proportion of above listed value, to be taxed in Illinois		$387,979 00
" " " not taxable in Illinois		1,951 00
Total		389,930 00

SCHEDULE C.—*Personal property belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in the County of Ford, May 1st, 187 .*

Where located on 1st day of May, 187 .		Description of property.	Value of tools and materials for repairs.	Value of all other personal property.	Total listed value.
Township.	City or village.				
Brenton		Track repair's' tools	20 00		20 00
	Piper City, (town)	Sundries		10 00	10 00
					30 00

159 [Form 9.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the County of Ford, State of Illinois, on the first day of May, 187 , with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description of lands.			Range.	Acres.	Listed value.
	Part of section.	Lot No.	Block No.			
		Section.	*Town.*			
Brenton Township	Piper City (town) depot grounds, 660 ft. × 50 ft., north side, right of way, west part W. ½ N. E. ¼	4	26	9	0.82	8 20
	660 ft. × 50 ft., south side, right of way, west side west ½ N. E. ¼	4	26	9	0.82	8 20
	660 ft. × 50 ft., north side, right of way, east part E. ½ N. W. ¼	4	26	9	0.82	8 20
	660 ft. × 50 ft., south side, right of way, east part E. ½ N. W. ¼	4	26	9	0.82	8 20
	Total No. of acres and value of lands				3.28	$32 80

160 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in Ford County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs, in feet.	
Township of Brenton.	Railroad track, main	27,832		14,235 70
	" " side, second, or turn-out			
	" " improvements on right of way			260 00
	Rolling-stock, proportion thereof			8,287 54
	Other personal property			20 00
	Real estate, lands			
	" lots			
	Totals in township, other than in cities and villages			22,803 24
Piper City	Railroad track, main	3,948		1,999 95
	" " side, second, or turn-out		1,652	550 66
	" " improvements on right of way			270 00
	Rolling-stock, proportion thereof			1,175 59
	Other personal property			10 00
	Real estate, lands			32 80
	" lots			
	Total in Piper City			4,039 00
	Totals in township, including cities and villages	31,780	1,652	26,842 24

[Form 1.]

EXHIBIT A[3].—J. HOUGH, *U. S. commissioner, N. D. of Ill.*

OFFICE OF THE
TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY,
Peoria, Ill., 187

To the county clerk of Livingston County, Ill.:

In accordance with the provisions of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, the Toledo, Peoria & Warsaw Railway Company makes return of its property for taxation by schedules, as follows:

Schedule marked "A" shows the property designated by law "railroad track," belonging to or controlled by the company, and the listed value thereof.

Schedule marked "B" shows a detailed inventory of all property denominated by law "rolling-stock," belonging to or controlled by this company, and the listed value thereof; also, the length (in feet) of main track on which said "rolling-stock" is used in Illinois, and the length (in feet) of main track on which said "rolling stock" is used elsewhere.

Schedule marked "C" shows the "tools and material for repairs," and "all other personal property" (except "rolling-stock") belonging to or controlled by this company, and the location and listed value thereof.

Schedule marked "D" shows all real estate (other than railroad track) belonging to or controlled by this company, its location and listed value.

A "recapitulation" is added, showing the proportion of the several classes of property listed in said schedule, lying in each township, city,

and village, in your county. Where a city or village, or both, are in a township, the proportion is first given for the township, embracing only the property which properly belongs to that portion of the township outside of the city or village limits. In all such cases, by adding the proportion placed to the city or village, or of both, as the case may be, to the proportion stated for the township, the total of the township will be obtained.

Respectfully,

Company.

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company in Livingston County, Ill., May 1st, 1873.*

Description.				Right of way.				Track.					
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.	Value of stations and other improvements on right of way.	Total value as listed by railway co.
CHATSWORTH TOWNSHIP.													
N. E. ¼	1	26	8	2,654	100	6.09	30 45	2,654	1,327 00	.....	.....	.....	1,357 45
N. W. ¼	"	"	"	2,654	"	6.09	30 45	2,654	1,327 00	.....	.....	.....	1,357 45
E. ½ N. E. ¼	2	"	"	1,350	"	3.10	15 50	1,350	675 00	.....	.....	.....	690 50
W. ½ N. W. ¼	2	"	"	1,349	100 E. end. 50 W. "	2.32	11 60	1,349	674 50	.....	.....	.....	686 10
W. ½ S. E. ¼	"	"	"	1,349	0 E. end. 50 W. " 50 E. " 100 W. "	.79	3 95	0	.....	.....	.....	.....	3 95
E. ½ S. W. ¼	"	"	"	1,285	.....	2.21	11 05	1,285	642 50	.....	.....	.....	653 55
W. ½ W. ¼	"	"	"	1,284	100	2.95	14 75	1,284	642 00	.....	.....	.....	656 75
E. ½ N. W. ¼	"	"	"	1,284	50 E. end. 0 W. "	.74	3 70	0	.....	.....	.....	.....	3 70
E. ½ S. E. ¼	3	"	"	1,318	100	3.03	15 15	1,318	659 00	.....	.....	.....	674 15
W. ½ S. E. ¼	4	"	"	1,321	100	3.03	15 15	1,321	660 50	1,271	381 30	.....	1,056 95
S. W. ¼	"	"	"	2,643	"	6.07	30 35	2,643	1,321 50	.....	.....	.....	1,351 85
S. E. ¼	5	"	"	2,627	"	6.03	30 15	2,627	1,313 50	.....	.....	.....	1,343 65
S. W. ¼	"	"	"	2,626	"	6.03	30 15	2,626	1,313 00	.....	.....	.....	1,343 15
S. E. ¼	6	"	"	2,642	"	6.07	30 35	2,642	1,321 00	.....	.....	.....	1,351 35
S. W. ¼	"	"	"	2,645	"	6.07	30 35	2,645	1,322 50	.....	.....	.....	1,352 85
				29,031	.....	60.62	$303 10	26,398	13,199 00	1,271	$381 30	.....	13,883 40
CHATSWORTH, (TOWN.)													
W. ½ S. E. ¼	3	26	8	1,317	100	3.02	30 20	1,317	592 65	.....	.....	.....	622 85
S. W. ¼	"	"	"	1,765	100	4.05	40 50	1,765	794 25	156	46 80	Cattle P..... 25 00	906 55
"	"	"	"	870	.....	5.05	50 50	870	391 50	1,968	590 40	Stations.....500 00	1,532 40
E. ½ S. E. ¼	4	"	"	1,321	100	3.03	30 30	1,321	594 45	1,321	396 30	Sec. H 60 00	1,081 05
				5,273	.....	15.15	$151 50	5,273	$2,372 85	3,445	$1,033 50	585 00	4,142 85

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company in Livingston County, Ill., May 1st, 187 .*

Description.				Right of way.				Track.				Value of stations and other improvements on right of way-	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
FORREST TOWNSHIP.													
E. ½ S. E. ¼	1	26	7	1,322	100	3.03	15 15	1,322	661 00	.....	.....	.....	676 15
N. W. ¼ S. E. ¼	"	"	"	1,322	"	3.03	15 15	1,322	661 00	.....	.....	.....	676 15
N. ½ S. W. ¼	"	"	"	2,650	"	6.09	30 45	2,650	1,325 00	.....	.....	.....	1,355 45
E. ½ S. E. ¼	2	"	"	1,322	50	1.51	7 55	1,322	661 00	.....	.....	.....	668 55
N. W. ¼ S. E. ¼	"	"	"	1,322	100	3.03	15 15	1,322	661 00	.....	.....	.....	676 15
S. W. ¼	"	"	"	2,645	100	6.09	30 45	2,645	1,322 50	.....	.....	.....	1,352 95
E. ½ S. E. ¼	3	"	"	1,321	100	3.03	15 15	1,321	660 50	.....	.....	.....	675 65
W. ½ S. E. ¼	"	"	"	1,321	100	3.03	15 15	1,321	660 50	.....	.....	.....	675 65
S. W. ¼	4	"	"	2,656	100	6.12	30 60	2,656	1,328 00	1,202	360 60	.....	1,719 20
S. ½ S. E. ¼	5	"	"	2,640	"	6.08	30 40	2,640	1,320 00	.....	.....	.....	1,350 40
S. E. ¼ S. W. ¼	"	"	"	1,324	"	3.04	15 20	1,324	662 00	.....	.....	.....	677 20
W. ½ S. W. ¼	"	"	"	1,324	"	3.04	15 20	1,324	662 00	.....	.....	.....	677 20
E. ½ S. E. ¼	6	"	"	1,321	"	3.03	15 15	1,321	660 50	.....	.....	.....	675 65
W. ¼ S. E. ¼	"	"	"	1,320	"	3.03	15 15	1,321	660 00	.....	.....	.....	675 15
E. ½ S. W. ¼	"	"	"	1,344	"	3.09	15 45	1,344	672 00	.....	.....	.....	687 45
W. ½ S. W. ¼	"	"	"	1,416	"	3.25	16 25	1,416	708 00	.....	.....	.....	724 25
FORREST, (TOWN.)						59.52	$297 60	26,570	$13,285 00	1,202	$360 60	.....	$13,943 20
E. ½ S. W. ¼	3	26	7	1,321	100	3.03	30 30	1,321	594 45	.....	.....	.....	624 75
W. ½ S. W. ¼	"	"	"	1,321	100	3.03	30 30	1,321	594 45	354	106 20	Cattle-pen..... 10 00	740 95
E. ½ S. E. ¼	4	"	"	1,328	100	3.05	30 50	1,328	597 60	808	260 40	Wind-mill water-tank..... 200 00	1,488 50
W. ½ S. E. ¼	4	"	"	1,330	100	3.06	30 60	1,330	598 50	1,115	334 50	Sec. H..... 150 00	1,113 60
				5,300	.....	12.17	$121 70	5,300	2,385 00	2,337	$701 10	$360 00	3,567 80

[Form 3.]

SCHEDULE A.—*Railroad track belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Livingston County, Ill., May 1st, 1873.*

Description.				Right of way.				Track.				*Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
INDIAN GROVE TOWNSHIP.													
E. ½ S. E. ¼	1	26	6	1,325	100	3.04	15 20	1,325	662 50				677 70
W. ½ S. E. ¼	1	"	"	1,325	"	3.04	15 20	1,325	662 50				677 70
E. ½ S. W. ¼	"	"	"	1,325	"	3.04	15 20	1,325	662 50				677 70
W. ½ S. W. ¼	"	"	"	1,325	"	3.04	15 20	1,325	662 50				677 70
S. E. ¼	2	"	"	2,655	"	6.10	30 50	2,655	1,327 50				1,358 00
S. E. ¼ S. W. ¼	"	"	"	1,328	"	3.05	15 25	1,328	664 00	1,006	301 80		981 05
W. pt. S. W. ¼	3	26	6	950	100	2.18	10 90	950	475 00				485 90
S. E. ¼	4	"	"	2,664	"	6.12	30 60	2,664	1,332 00	980	294 00		1,656 60
S. W. ¼	"	"	"	2,664	"	6.12	30 60	2,664	1,332 00				1,362 60
S. E. ¼	5	"	"	2,668	"	6.13	30 65	2,668	1,334 00				1,364 65
S. W. ¼	"	"	"	2,668	"	6.13	30 65	2,668	1,334 00				1,364 65
S. E. ¼	6	"	"	2,643	"	6.07	30 35	2,643	1,321 50				1,351 85
S. W. ¼	"	"	"	2,848	"	6.54	32 70	2,848	1,424 00				1,456 70
				26,388	.....	60.60	303 00	26,388	13,194 00	1,986	575 80	.....	14,092 80
FAIRBURY, (TOWN.)													
S. W. ¼ S. W. ¼	2	26	6	1,329	100	3.05	$30 50	1,329	$598 05	1,573	.....	.....	628 55
										Spar 873	.....	Frei't depot 100 00	.....
										Tourn-out 185	.....	.....	.....
S. E. ¼	3	"	"	2,665	"	6.12	61 20	2,665	1,199 25	2,600	1,638 90	.....	3,024 35
										Tourn-out 232	.....	Cattle-pen.....25 00	.....
E. pt. S. W. ¾	"	"	"	1,715	"	3.94	39 40	1,715	771 75	997	299 10	.....	1,110 25
										Tourn-out 77	23 10	.....	23 10
				5,709	.....	13.11	$131 10	5,709	$2,569 05	6,537	$1,961 10	.....	4,786 25

* NOTE.—Not including any stations or improvements on a laid-off town or city lot.

The above parcels of land embrace a strip or tract of land extending on each side of the railroad track, and embracing the same, together with all the stations and other improvements thereon, commencing at the point where the line of said railroad crosses the eastern boundary-line of Livingston County, and extending to the point where the said railroad track crosses the western boundary-line of said county; said strip or tract of land containing in all 221.17 acres; and further, this schedule embraces all the property in said county denominated by the State revenue law "railroad track," which is hereby listed at the aggregate value of $54,416.30.

This Schedule A does not include any part of the right of way across any laid-off lots or blocks in any city or village, or where the railroad track is laid in any street.

165 [Form 6.]

SCHEDULE B.—*Rolling-stock belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, May 1st, 1873.*

Description.	No.	Average value.	Total listed value.
Locomotives, all classes	45	2,500 00	112,500 00
Passenger-cars, all classes	13	1,000 00	13,000 00
Sleeping and dining cars			
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 00	26,460 00
Platform-cars	2	125 00	250 00
Wrecking-cars	1	210 00	210 00
Pay-cars			
Hand-cars	56	20 00	1,120 00
Boarding-cars	1	400 00	400 00
Rubble "	18	15 00	270 00
			389,990 00

Length of main track on which said rolling-stock is used in Illinois ..... 246 miles 4,270 feet.
" " " " " elsewhere ..... 1 miles, 1,272 feet.

Proportion of above listed value, to be taxed in Illinois $388,039
" " " not taxable in Illinois $1,951

Total $389,990 00

SCHEDULE C.—*Personal property belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in the County of Livingston, May 1st, 187 .*

Where located on 1st day of May, 187 .		Description of property.	Value of tools and materials for repairs.	Value of all other personal property.	Total listed value.
Township.	City or village.				
Chatsworth	Chatsworth, (town)	Track-repair's' tools	20 00		30 00
"	"	Sundries		10 00	
Forrest	Forrest, (town)	Track-repair's' tools	20 00		30 00
"	"	Sundries		10 00	
Fairbury	Fairbury, (town)	Track-repair's' tools	20 00		30 00
"	"	Sundries		10 00	

166 [Form 9.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company in the county of Livingston, State of Illinois, on the first day of May, 1873, with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description of lands. Part of section.	Sec.	Town.	Range.	Acres.	Listed value.
Chatsworth Township ..	Chatsworth (town) depot grounds:					
	870 ft. long, 53 E. end, 95 W. end, N. side right of way, S. W. ¼	3	26	7	1.48	7 40
	870 ft. long, 100 E. end, 58 W. end, S. side right of way, S. W. ¼	3	26	7	1.58	7 90
						15 30
Forrest Township	Forrest (town) depot grounds:					
	1,321 × 50 N. side, right of way, W. ¼, S. W. ¼	3	26	7	1.52	7 60
	1,328 × 50 N. side, right of way, E. ¼, S. E. ¼	4	26	7	1.52	7 60
						15 20
Indian Grove Township.	Fairbury (town) depot grounds:					
	870 ft. long, 117 ft. east end, and 83 ft. W. end, N. side right of way, S. E. ¼	3	26	6	2.01	10 05
	870 ft. long, 83 ft. wide E. end, 117 ft. wide W. end, and S. side right of way, S. E. ¼	3	26	6	2.01	10 05
						20 10
	Total No. of acres and value of lands				10.12	50 60

167 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company in township, city, and village in Livingston County, State of Illinois.

	Items of property listed.	Track. Length of main in feet.	Track. Length of side, second, or turn-outs in feet.	Listed value.
Township of Chatsworth	Railroad track—main	26,398	.....	13,502 10
	" " side, second, or turn-out	.....	1,271	381 30
	" " improvements on right of way	.....	.....	.....
	Rolling-stock—proportion thereof	.....	.....	7,860 53
	Other personal property	.....	.....	.....
	Real estate—lands	.....	.....	.....
	lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	21,743 93
Town of Chatsworth ...	Railroad track—main	5,273	.....	2,524 35
	" " side, second or turn-out	.....	3,445	1,033 50
	" " improvements on right of way	.....	.....	585 00
	Rolling-stock—proportion thereof	.....	.....	1,570 14
	Other personal property	.....	.....	30 00
	Real estate—lands	.....	.....	15 30
	" lots	.....	.....	.....
	Total in	.....	.....	5,758 29

[Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company in township, city, and village in Livingston County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Forrest	Railroad track—main	26,570		13,582 60
	" " side, second, or turn-out		1,202	360 60
	" " improvements on right of way			
	Rolling-stock—proportion thereof			7,911 74
	Other personal property			
	Real estate—lands			
	" lots			
	Total in township, other than in cities and villages			21,854 94
Town of Forrest	Railroad track—main	5,300		2,506 70
	" " side, second, or turn-out		2,327	701 10
	" " improvements on right of way			360 00
	Rolling-stock—proportion thereof			1,578 18
	Other personal property			30 00
	Real estate—lands			15 20
	" lots			
	Total in			$5,191 18
168 Township of Indian Grove	Railroad track—main	26,388		13,497 00
	" " side, second, or turn-out		1,986	595 80
	" " improvements on right of way			
	Rolling-stock—proportion thereof			7,857 55
	Other personal property			
	Real estate—lands			
	" lots			
	Totals in township, other than in cities and villages			21,950 35
Town of Fairbury	Railroad track—main	5,709		2,700 15
	" " side, second, or turn-out		6,537	1,961 10
	" " improvements on right of way			125 00
	Rolling-stock—proportion thereof			1,699 97
	Other personal property			30 00
	Real estate—lands			20 10
	" lots			
	Total in			6,536 32

169 [Form 1.]

OFFICE OF THE
TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY,
Peoria, Ill., , 1873.

To the county clerk of McLean County, Ill.:

In accordance with the provisions of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, the Toledo, Peoria & Warsaw Railway Company makes return of its property for taxation by schedules, as follows:

Schedule marked "A" shows the property designated by law "railroad track," belonging to or controlled by the company, and the listed value thereof.

Schedule marked "B" shows a detailed inventory of all property denominated by law "rolling-stock," belonging to or controlled by this company, and the listed value thereof; also the length (in feet) of main track on which said "rolling-stock" is used in Illinois, and the length (in feet) of main track on which said rolling-stock is used elsewhere.

Schedule marked "C" shows the "tools and material for repairs," and "all other personal property" (except "rolling-stock,") belonging to or controlled by this company, and the location and listed value thereof.

Schedule marked "D" shows all real estate (other than railroad track) belonging to or controlled by this company, its location and listed value.

A "recapitulation" is added, showing the proportion of the several classes of property listed in said schedule, lying in each township, city, and village in your county. Where a city or village, or both, are in a township, the proportion is first given for the township, embracing only the property which properly belongs to that portion of the township outside of the city or village limits. In all such cases, by adding the proportion placed to the city or village, or of both, as the case may be, to the proportion stated for the township, the total of the township will be obtained.

Respectfully,

Company.

[Form 2.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company in McLean County, Ill., May 1st, 1873.*

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
YATES TOWNSHIP.													
S. E. ¼	1	26	5	2,680	100	6.15	$30 75	50 2,680	$1,340 00				1,370 75
S. W. ¼	"	"	"	2,685	"	6.16	30 80	2,685	1,342 50				1,373 30
N. ½ S. E. ¼	2	"	"	2,650	"	6.08	30 40	2,650	1,325 00				1,355 40
S. W. ¼	"	"	"	2,655	"	6.09	30 45	2,655	1,327 50				1,357 95
Weston, S. W. ¼	3	26	5	2,630	100	6.04	30 20	45 2,630	1,183 50				1,213 70
S. E. ¼	4	"	"	2,645	"	6.07	30 35	50 2,645	1,322 50				1,352 85
S. W. ¼	"	"	"	2,645	"	6.07	30 35	2,645	1,322 50				1,352 85
S. E. ¼	5	"	"	2,620	"	6.02	30 10	2,620	1,310 00				1,540 10
S. W. ¼	"	"	"	2,624	"	6.03	30 15	2,624	1,312 00				1,342 15
S. E. ¼	6	"	"	2,640	"	6.06	30 30	2,640	1,320 00				1,350 30
E. ½ S. W. ¼	"	"	"	1,320	"	3.03	15 15	1,320	660 00				675 15
W. ½ S. W. ¼	"	"	"	1,486	"	3.41	17 05	1,486	743 00				760 05
				29,280		67.21	336 05	29,280	14,508 50				14,844 55
171 CHENOA TOWNSHIP.													
S. E. ¼	1	26	4	2,650	100	6.08	30 40	50 2,650	1,325 00				1,355 40
Chenoa, S. W. ¼	2	26	4	2,650	100	6.08	30 40	2,650	1,325 00				1,355 40
S. E. ¼	3	"	"	2,634	"	6.05	30 25	2,634	1,317 00				1,347 25
S. W. ¼	"	"	"	2,634	"	6.05	30 25	2,634	1,317 00			Tank-well, windmill 200 00 Sec. ho 60 00	1,607 25
S. E. ¼	4	"	"	2,627	"	6.03	30 15	2,627	1,313 00				1,343 65
S. W. ¼	"	"	"	2,620	"	6.02	30 10	2,620	1,310 00				1,340 10
S. E. ¼	5	"	"	2,620	"	6.02	30 10	2,620	1,316 00				1,340 10
S. W. ¼	"	"	"	2,627	"	6.03	30 15	2,627	1,313 00				1,543 65

S. E. ¼														
Meadows, S. W. ¼	6	"	"	2,640	"	6.06	30 30	2,640	1,320 00					1,550 30
	"	"	"	2,601	"	5.97	29 85	2,601	1,300 50	1,509	452 70			1,783 05
				26,303	.....	60.39	$301 95	26,303	$13,151 50	1,509	452 70		260 00	$14,166 15
CHENOA CITY.														
S. W. ¼	1	26	4	2,750	100	6.31	$31 55	45 2,750	$1,237 50	1,082	$324 60	Sec. ho 60 00		
S. E. ¼	2	"	"	2,660	"	6.11	30 55	2,660	1,197 00	1,082 / 1,251	324 60 / 375 30	Fr't depot ..... 250 00 / Station ..... 500 00 / Cattle pen..... 10 00 / Office 15 00	2,728 25 / 1,627 85	
				5,410	.....	12.42	62 10	5,410	2,434 50	3,415	1,024 50		$835 00	4,356 10
172 GRIDLEY TOWNSHIP.														
S. E. ¼	1	26	3	2,657	100	6.10	30 50	50 2,657	$1,328 50					
S. W. ¼	"	"	"	2,657	"	6.10	30 50	2,650	1,325 00					1,359 00
S. E. ¼	2	"	"	2,623	"	6.02	30 10	2,623	1,311 50					1,350 50
E. ½ S. W. ¼	"	"	"	1,314	"	3.02	15 10	1,314	567 00					1,341 60
S. W. ¼ S. W. ¼	"	"	"	1,314	"	3.02	15 10	1,314	567 00					1,672 10
S. E. ¼	3	"	"	2,636	"	6.05	30 25	2,636	1,318 00					672 10
Gridley, S. W. ¼	"	"	"	2,636	"	6.05	30 25	2,636	1,318 00					1,348 25
S. E. ¼	5	26	3	2,638	100	6.06	30 30	2,630	1,515 00					1,348 25
S. W. ¼	"	"	"	2,638	"	6.06	30 30	2,638	1,519 00					1,345 30
S. E. ¼ S. E. ¼	6	"	"	1,320	"	3.03	15 15	1,320	660 00					1,349 30
S. W. ¼ S. E. ¼	"	"	"	1,320	"	3.03	15 15	1,320	660 00					675 15
S. E. ¼ S. W. ¼	"	"	"	1,320	"	3.03	15 15	1,320	660 00					675 15
S. W. ¼ S. W. ¼	"	"	"	1,322	"	3.03	15 15	1,322	661 00					675 15
				26,380	.....	60.60	303 00	26,380	13,190 00					675 15
GRIDLEY, (TOWN.)														13,493 00
E. ½ S. E. ¼	4	26	3	1,330	100	3.06	30 60	50 1,330	665 00					
W. ¼ S. E. ¼	"	"	"	1,337	"	3.07	30 70	45 1,337	601 65	1,397	419 10	Station ..... $150 00 / Well-tank & horse-power. 200 00 / Cattle-pens... 15 00 / 11 sec. H 60 00	695 60 / 1,201 45 / 1,390 35	
E. ½ S. W. ¼	"	"	"	1,337	"	3.07	30 70	45 1,337	601 65	1,860	458 00			774 20
W. ¼ S. W. ¼	"	"	"	1,337	"	3.07	30 70	50 1,337	668 50					
				5,341	.....	12.27	$122 70	5,341	$2,536 80	3,257	$977 10		$425 00	4,061 60
S. E. ¼	1	26	2	2,670	100	6.13	30 65	50 2,670	1,335 00					
S. W. ¼	"	"	"	2,673	"	6.14	30 70	2,673	1,336 50					1,365 65
S. E. ¼	2	"	"	2,642	"	6.07	30 35	2,642	1,321 00					1,367 20
														1,351 35

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in McLean County, Ill., May 1st,* 1873.

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
								45					
S. W. ¼	2	26	2	2,652	100	6.09	30 45	2,652	1,193 40	.....	.....	.....	1,223 85
S. E. ¼	3	"	"	2,644	"	6.07	30 35	2,644	1,189 80	.....	.....	.....	1,220 15
E. ½ S. W. ¼	3	"	"	1,322	"	3.04	15 20	1,322	594 90	.....	.....	.....	610 10
W. ¼ S. W. ¼	3	"	"	1,322	"	3.04	15 20	1,322	594 90	.....	.....	.....	610 10
				15,925	.....	36.59	182 90	15,925	$7,565 50	.....	.....	.....	7,748 40

Total No. of acres, 209.47.
" value " railroad track, $58,669.80.

173 [Form 5.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in McLean County, Ills., May 1st, 1873.*

Location.	Right of way. Description.	Sublot.	Lot.	Block.	Value.	Value of stations and other improvements on right of way.	Total value as listed by railway company.
Yates township.....	33 ft. W. side street.....	.....	.....	.....	.....	.....	.....
	770 " 100 ft. wide, south side	.....	.....	26	.....	.....	.....
	70 " Second street	.....	.....	.....	.....	.....	.....
Weston.....	870 " 100 ft. wide, south side.....	.....	.....	25	.....	.....	.....
	70 " Fourth street	.....	.....	.....	.....	.....	.....
	820 " 100 ft. wide, south side	.....	.....	24	.....	.....	.....
	2,633 main track	.....	.....	.....	60 50	*8 00	$68 50

Track.			
Main in Weston.		Side, second, or turn-out.	
Length in feet.	Value.	Length in feet.	Value.
2.633	$1,184 85	1,820	$546 00

*Cattle-pen.

174 [Form 6.]

SCHEDULE B.—*Rolling-stock belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, May 1st, 1873.*

Description.	No.	Average value.	Total listed value.
Locomotives, all classes	45	2,500 00	112,500 00
Passenger-cars, all classes	13	1,000 00	13,000 00
Sleeping and dining cars	.....	.....	.....
Express-cars.....	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars.....	62	150 00	9,300 00
Coal-cars.....	196	135 00	26,460 00
Platform-cars.....	2	125 00	250 00
Wrecking-cars.....	1	210 00	210 00
Pay-cars	.....	.....	.....
Hand-cars	56	20 00	1,120 00
Boarding-cars.....	1	400 00	400 00
Rubble "	18	15 00	270 00
	.....	.....	389,990 00

Length of main track on which said rolling-stock is used in Illinois.....	246 miles 4,270 feet
" " " " " elsewhere.....	1 mile 1,272 feet
Proportion of above listed value to be taxed in Illinois.....	$388,039
" " " " not taxable in Illinois.....	$1,951
Total.....	$389,990

SCHEDULE C.—*Personal property belonging to or controlled by the company, in the county of May 1st, 187 .*

Where located on 1st day of May, 187 .		Description of property.	Value of tools and materials for repairs.	Value of all other personal property.	Total listed value.
Township.	City or village.				
Yates		Track-repair's' tools	20 00		20 00
		Sundries		10 00	10 00
					30 00
Chenoa	Chenoa City	Track-repair' tools	20 00		20 00
		Sundries		10 00	10 00
					30 00
Gridley	Gridley (town)	Track-repai'r'stools	20 00		20 00
		Sundries		10 00	10 00
					30 00

175 [Form 9.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of McLean, State of Illinois, on the first day of May, 1873, with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description—lots.	Lot No.	Block No.	Listed value.
	Original town or addition to city or vilage, and subdivisions.			
Yates Township	Weston depot ground :			
	155 ft. N. side		26	33 33
	165 " " "		25	33 33
	175 " " "		24	33 34
				100 00
Chenoa Township	Chenoa (city :)			
	Addition	5	14	10 00
	"	6	"	10 00
	"	7	"	10 00
	"	8	"	10 00
	100 ft. wide, S. side W. ½		11	50 00
	All E. Lether st., except a triangle 225 ft. on N. side, and 155 W. side on N. W. corner		11	100 00
	Strip 40 ft. wide E. end S. ½		9	10 00
	50 " " " side fractional block		10	10 00
				210 00

176 [Form 9.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of McLean, State of Illinois, on the first day of May, 187 , with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description of lands.	Section.	Town.	Range.	Acres.	Listed value.
	Part of section.					
Gridley Township	Gridley (town,) depot grounds :					
	520 × 192 N. si., right of way, west pt. S. E. ¼	4	26	3	145	7 25
	520 × 122 S. si., right of way, W. pt. S. E. ¼	4	26	3	145	7 25
	520 × 122 N. si., right of way, E pt. S. W. ¼	4	26	3	145	7 25
	520 × 122 S. si., right of way, E. pt. S. W. ¼	4	26	3	145	7 25
						29 00

177 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company in township, city, and village, in McLean County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Yates	Railroad track—main	31,913		16,089 90
	" " side, second, or turn-out		1,820	546 00
	" " improvements on right of way			8 00
	Rolling-stock—proportion thereof			9,502 73
	Other personal property			30 00
	Real estate—lands			
	" lots			100 00
	Totals in township, other than in cities and villages			26,276 63
178 Township of Chenoa	Railroad track—main	26,303		13,453 45
	" " side, second, or turn-out		1,509	452 70
	" " improvements on right of way			260 00
	Rolling-stock—proportion thereof			7,832 24
	Other personal property			
	Real estate—lands			
	" lots			
	Totals in township, other than in cites and villages			21,998 39
City of Chenoa	Railroad track—main	5,410		2,496 60
	" " side, second, or turn-out		3,415	1,024 50
	" " improvements on right of way			835 00
	Rolling-stock—proportion thereof			1,610 94
	Other personal property			30 00
	Real estate—lands			
	" lots			210 00
	Total in			6,207 04
179 Township of Gridley	Railroad track—main	42,305		21,241 40
	" " side, second, or turn-out			
	" " improvements on right of way			
	Rolling-stock—proportion thereof			12,597 16
	Other personal property			
	Real estate—lands			
	" lots			
	Totals in township, other than in cities and villages			33 838 56
Town of Gridley	Railroad track—main	5,341		2,659 50
	" " side, second, or turn-out		3,257	977 10
	" " improvements on right of way			425 00
	Rolling stock—proportion thereof			1,590 39
	Other personal property			30 00
	Real estate—lands			29 00
	" lots			
	Total in			5,710 99

180 [Form 1.]

EXHIBIT A.—J. HOUGH, *U. S. Commissioner, N. D. of Ill.*

OFFICE OF THE
TOLEDO, PEORIA & WARSAW RAILWAY COMPANY,
Peoria, Ill., , 187 .

To the county clerk of Woodford County, Ill.:

In accordance with the provisions of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, the Toledo, Peoria & Warsaw Railway Company makes return of its property for taxation by schedules, as follows:

Schedule marked "A" shows the property designated by law "railroad track," belonging to or controlled by the company, and the listed value thereof.

Schedule marked "B" shows a detailed inventory of all property denominated by law "rolling-stock," belonging to or controlled by this company, and the listed value thereof; also the length (in feet) of main track on which said "rolling-stock" is used in Illinois, and the length (in feet) of main track on which said "rolling-stock" is used elsewhere.

Schedule marked "C" shows the "tools and material for repairs," and "all other personal property" (except "rolling-stock") belonging to or controlled by this company, and the location and listed value thereof.

Schedule marked "D" shows all real estate (other than railroad track) belonging to or controlled by this company, its location and listed value.

A "recapitulation" is added, showing the proportion of the several classes of property listed in said schedule, lying in each township, city, and village in your county. Where a city or village, or both, are in a township, the proportion is first given for the township, embracing only the property which properly belongs to that portion of the township outside of the city or village limits. In all such cases, by adding the proportion placed to the city or village, or of both, as the case may be, to the proportion stated for the township, the total of the township will be obtained.

Respectfully,

,
Company.

Form 2.j

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company in Woodford County, Ill., May 1st, 1873.*

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
EL PASO TOWNSHIP.													
S. E. ¼ S. E. ¼	4	26	2	1,319	100	3.03	15 15	1,319	593 55				$608 70
W. ½ S. E. ¼	"	"	"	1,319	"	3.03	15 15	1,319	593 55				608 70
E. ½ S. W. ¼	"	"	"	1,319	"	3.03	15 15	1,319	593 55				608 70
W. ½ S. E. ¼	6	26	2	1,320	50	1.52	7 60	1,320	594 00				601 60
S. W. ¼	"	"	"	2,716	100	6.24	21 20	2,116	1,222 20				1,253 40
S. E. ¼	1	26	1	2,634	100	6.05	30 25	2,634	1,185 30				1,215 55
S. W. ¼	"	"	"	2,633	"	6.05	30 25	45 2,633	1,184 85				1,215 10
				13,260		28.95	144 75	13,260	5,967 00				6,111 75
EL PASO, (CITY.)													
W. ½ S. W. ¼	4	26	2	1,319	100	3.03	15 15	45 1,319	593 55				608 70
S. E. ¼	5	"	"	2,640	"	6.06	30 30	2,640	1,188 00	672	$201 60	13 sec. ho. 60 00	2,315 40
S. W. ¼	"	"	"	2,640	"	6.06	30 30	2,640	1,188 00	1,550 1,435 485	465 00 430 50 145 50	One hast. frt. depot. 500 00 Cattle-pen 15 00	2,438 90
E. ½ S. E. ¼	6	"	"	1,320	50	3.04	15 20	45 1,320	594 00	1,206 461	361 80 138 30		609 20
				7,919		18.19	90 95	7,919	3,563 55	5,809	1,742 70	575 00	5,972 20
182 PALESTINE TOWNSHIP.													
S. E. ¼	2	26	1	2,644	100	6.07	30 35	45 2,644	1,189 80				1,220 15
E. ½ S. W. ¼	"	"	"	1,322	"	3.03	15 15	50 1,322	661 00				676 15
S. W. ¼ S. W. ¼	"	"	"	1,322	"	3.03	15 15	1,322	661 00				676 15
S. ½ S. ¼	3	"	"	2,617	"	6.01	30 05	2,617	1,308 50				1,338 55
S. E. ¼ S. E. ¼ S. W. ¼	"	"	"	654	100 E. end 80 W. "	1.35	6 75	654	327 00				333 75

[Form 2.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Woodford County, Ill., May 1st, 1873.*

Description.				Right of way.				Track.					
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.	Value of stations and other improvements on right of way.	Total value as listed by railway co.
S. W. ¼ S. E. ¼ S. W. ¼	3	26	1	654	80 E. end 60 W. "	1.05	5 25	654	327 00				332 25
W. ½ S. W. ¼	3	"	"	1,308	60 E. " 100 W. "	2.40	12 00	1,308	654 00				666 00
N. W. ¼	10	"	"	2,617	0 E. " 40 C.	1.20	6 00	0					6 00
S. E. ¼	4	"	"	3,365	0 W. " 100	7.73	38 65	3,365	1,682 50			14 sec. ho..... 60 00	1,781 15
N. E. ¼	"	"	"	640	"	1.47	7 85	640	320 00				327 85
E. ½ N. W. ¼	"	"	"	1,333	"	3.06	15 30	1,333	666 50				681 80
W. ½ N. W. ¼	"	"	"	1,333	"	3.06	15 30	1,333	666 50				681 80
E. ½ N. E. ¼	5	"	"	653	80 E. end 0 W. " 30 E. " 100 C.	60	3 00	247	123 50				126 50
E. ½ S. E. ¼	"	"	"	1,307	100 W. "	2.40	12 00	1,060	530 00				
W. ½ S. E. ¼	5	"	"	1,338	100	3.09	15 35	1,338	669 00				542 00
S. E. ¼	6	26	1	2,655	100	6.10	30 50	2,655	1,327 50	{ 136	40 80	{	684 35
S. W. ¼	"	"	"	2,320	"	5.33	26 65	2,320	1,160 00	{ 1,210	363 00	{	1,761 80
				.....	.....	56.96	285 30	24,812	13,271 80	1,346	403 80	60 00	1,186 65
SECOR, (TOWN.)													13,022 90
S. W. ¼	5	26	1	2,670	100	6.13	30 65	45 2,670	1,201 50	1,120	336 00	{ S't'n-h ..... 20 00 { Cattl. pen.... 20 00	1,608 15
				2,670	.....	6.13	30 65	2,670	1,201 50	1,120	336 00	40 00	1,608 15
183 OLEO TOWNSHIP.													
S. E. ¼	1	26	1	2,654	100	6.09	30 45	45 2,654	1,194 30				1,224 75
S. W. ¼	"	"	"	2,664	"	6.12	30 60	2,664	1,198 80				1,229 40

S. E. ¼ S. E. ¼	2	"	"	803	"	1. 85	9 25	803	361 35					370 60
N. E. ¼	11	"	"	1, 837	"	4. 22	21 10	1, 837 50	826 65					847 75
N. W. ¼	11	"	"	2, 641	"	6. 06	30 30	2, 641	1, 320 50					1, 350 80
N. E. ¼	10	"	"	2, 670	"	6. 14	30 10	2, 670	1, 335 00					1, 365 70
N. W. ¼	"	"	"	2, 670	"	6. 14	30 10	2, 670	1, 335 00					1, 365 70
N. E. ¼	9	"	"	2, 653	"	6 09	30 75	2, 653	1, 326 00					1, 356 45
N. W. ¼	"	"	"	2, 653	"	6. 09	30 45	2, 653	1, 326 00					1, 356 45
E. ½ N. E. ¼	8	"	"	1, 338	"	3. 07	15 35	1, 338	669 00					684 35
W. ½ N. E. ¼	"	"	"	1, 338	"	3. 07	15 35	1, 338	669 00					684 35
E. ½ N. W. ¼	"	"	"	357	"	82	4 10	357	178 50					182 60
E. ½ S. W. ¼	"	"	"	981	"	2. 25	11 25	981	490 50					501 75
N. W. ¼ S. W. ¼	"	"	"	1, 338	"	3. 07	15 35	1, 338	669 00					684 35
N. ½ N. E. ¼ S. E. ¼	7	"	"	1, 335	"	3. 06	15 30	1, 335	667 50					682 80
S. E. pt. N. W. ¼ S. E. ¼	"	"	"	635	"	1. 46	7 30	635	319 50			Well-tank and windmill 200 00		524 80
N. W. pt. N. W. ¼ S. E. ¼	"	"	"	700	"	1. 60	8 00	700	350 00					358 00
				29, 437		67. 20	386 00	29, 267	14, 234 60			200 00		14, 770 60
EUREKA, (TOWN.)														
S. W. ¼	7	26	1	2, 753	100	6. 32	31 60	2, 753	1, 376 50	282 657	84 60 197 10	Station 200 00		1, 889 80
				.....		6. 44	31 60	2, 753	1, 376 50	939	281 70	200 00		1, 889 80
184 CONGO TOWNSHIP, EUREKA, (TOWN.)														
N. E. ¼ S. E. ¼	12	26	2	3 1, 354	100	3. 11	15 50	45 1, 354	609 30	838	251 40	Cattle-pen $15 00		891 20
N. W. ¼ S. E. ¼	"	"	"	1, 354	"	3. 11	15 50	50 1, 354	677 00	.....	.....	15 sec. ho 60 00		752 50
				2, 708		6. 22	31 00	2, 708	1, 286 30	838	251 40	75 00		1, 643 70
CONGO TOWNSHIP.														
S. W. ¼	12	26	2	2, 634	100	6. 05	31 25	2, 634	1, 317 00	.....	.....	....		1, 348 25
E. ½ S. E. ¼	11	"	"	1, 321	"	3. 03	15 15	1, 321	660 50	.....	.....	.....		675 65
W. ½ S. E. ¼	"	"	"	1, 321	"	3. 03	15 15	1, 321	660 50	.....	.....	.....		675 65
E. ½ S. W. ¼	11	"	"	1, 321	"	3. 03	15 15	1, 321	660 50	.....	.....	.....		675 65
W. ½ S. W. ¼	"	"	"	1, 321	"	3. 03	15 15	1, 321	650 50	.....	.....	.....		675 65
S. E. ¼	10	"	"	2, 679	"	6. 15	30 75	2, 679	1, 339 50	.....	.....	Blacksmith's shop 100 00		1, 370 25
E. ½ S. W. ¼	"	"	"	1, 340	"	3. 08	15 40	1, 340	670 00	.....	.....	New tank windmill 200 00		685 40
W. ½ S. W. ¼	"	"	"	1, 340	"	3. 08	15 40	45 1, 340	603 00	1, 133	339 90	.....		1, 258 30
				13, 277		30. 48	153 40	13, 277	6, 571 50	1, 133	339 90	300 00		7, 364 80

Total No. of acres, 220. 51.
" value of railroad track, $52,383.90.

185 [Form 5.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Woodford County, Ills., May 1st, 1873.*

Location.	Right of way. Description.	Sub-lot.	Lot.	Block.	Value.	Value of stations and other improvements on right of way.	Total value as listed by railway company.
Oleo Township	Eureka town—						
	32 ft. N. end	.....	1	2	$3 00	.....	
	32 " " "	.....	2	"	3 00	.....	
	32 " " "	.....	3	"	3 00	.....	
	32 " " "	.....	4	"	3 00	.....	
							$12 00
Congo Township	Eureka (town)—						
	32 ft. N. end	.....	1	3	3 00	.....	
	32 " " "	.....	2	"	3 00	.....	
	32 " " "	.....	3	"	3 00	.....	
	32 " " "	.....	4	"	3 00	.....	
	32 " " "	.....	1	4	3 00	.....	
	32 " " "	.....	2	"	3 00	.....	
	32 " " "	.....	3	"	3 00	.....	
	32 " " "	.....	4	"	3 00	.....	
							24 00
	Fisher's addition—						
	32 ft. S. end	.....	1	4	3 00	.....	3 00
	.....	.....	2	"	.....	.....	.....
							39 00

186 [Form 6.]

SCHEDULE B.—*Rolling-stock belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company May 1st, 1873.*

Description.	No.	Average value.	Total listed value.
Locomotives, all classes	45	2,500 00	112,500 00
Passenger-cars, all classes	13	1,000 00	13,000 90
Sleeping and dining cars	.....	.....	.....
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 00	26,460 00
Platform-cars	2	125 00	250 00
Wrecking-cars	1	210 00	210 00
Pay-cars	56	20 00	1,120 00
Hand-cars	1	400 00	400 00
All other kinds of cars	18	15 00	270 00
	.....	.....	389,990 00

Length of main track on which said rolling-stock is used in Illinois, 246 miles.....4,270 feet.
" " " " elsewhere.....1 mile, 1,272 feet

Proportion of above listed value, to be taxed in Illinois..... 388,039
" " " not taxable in Illinois..... 1,951

Total..... 389,990

SCHEDULE C.—*Personal property belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of Woodford, May 1st, 187 .*

Where located on 1st day of May, 187 .		Description of property.	Value of tools and materials for repairs.	Value of all other personal property.	Total listed value.
Township.	City or village.				
El Paso	El Paso, (city)	Track repair's' tools	20 00		30 00
"	" " "	Sundries		$10 00	
Palestine	Secor, (town)	Track repair's' tools	20 00		30 00
"		Sundries		10 00	
Congo	Eureka, (town)	Track repair's' tools	20 00		30 00
		Sundries		10 00	
		Blacksmiths' tools	50 00		50 00
					140 00

187 [Form 9.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of Woodford, State of Illinois, on the first day of May,* 187 *, with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description of lands.			Range.	Acres.	Listed value.
	Part of section.	Section.	Town.			
PalestineTownship	Secor town depot grounds, 2,670 ft. long, 50 ft. wide, N. si., right of way, S. W. ¼	5	26	1	3.06	15 30
	2,670 ft. long, 50 ft. wide, S. side, right of way, S. W. ¼	5	26	1	3.06	15 30
					6.12	30.60
Congo Township	Cruger depot grounds, 1,320 ft. long, 198 ft. wide, E. end, & 430 ft. W. end, N. si., right of way, W. ½ S. W. ¼	11	26	2	9.51	47 55
	400 ft. long, 205 ft. wide, E. end, 130 ft. wide, W. end, S. side, right of way, W. ½ S. W. ¼	11	26	2	1.54	7 70
					11.05	55 25
	Total No. of acres and value of lands					

188 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in Woodford County, State of Illinois.

	Items of property listed.	TRACK.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of El Paso..	Railroad track—main	13,260	.....	6,111 75
	" " side, second, or turn-out	.....	.....	.....
	" " improvements on right of way	.....	.....	.....
	Rolling-stock—proportion thereof	.....	.....	3,948 43
	Other personal property	.....	.....	.....
	Real estate, lands	.....	.....	.....
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	10,060 18
City of El Paso	Railroad track—main	7,919	.....	3,654 50
	" " side, second, or turn-out	.....	5 809	1,742 70
	" " improvements on right of way	.....	.....	575 00
	Rolling-stock—proportion thereof	.....	.....	2,358 04
	Other personal property	.....	.....	30 00
	Real estate, lands	.....	.....	.....
	" lots	.....	.....	.....
	Total in	.....	.....	8,360 24

189 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in Woodford County, State of Illinois.

	Items of property listed.	TRACK.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Palestine.	Railroad track—main	24,812	.....	12,559 10
	" " side, second, or turn-out	.....	1,346	403 80
	" " improvements on right of way	.....	.....	60 00
	Rolling-stock—proportion thereof	.....	.....	7,388 27
	Other personal property	.....	.....	20 00
	Real estate, lands	.....	.....	.....
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	20,431 17
Town of Secor	Railroad track—main	2,670	.....	1,232 15
	" " side, second, or turn-out	.....	1,120	336 00
	" " improvements on right of way	.....	.....	40 00
	Rolling-stock—proportion thereof	.....	.....	795 05
	Other personal property	.....	.....	10 00
	Real estate, lands	.....	.....	30 60
	" lots	.....	.....	.....
	Total in	.....	.....	2,443 80

190 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in Woodford County, State of Illinois.

	Items of property listed.	TRACK. Length of main in feet.	TRACK. Length of side, second, or turn-outs in feet.	Listed value.
Township of Oleo	Railroad track—main	29,267		14,570 60
	" " side, second, or turn-out			
	" " improvements on right of way			200 00
	Rolling-stock—proportion thereof			8,714 83
	Other personal property			
	Real estate, lands			
	" lots			
	Total in township, other than in cities and villages			23,485 43
Town of Eureka	Railroad track—main	2,753		1,408 10
	" " side, second, or turn-out		939	281 70
	" " improvements on right of way			200 00
	Rolling-stock—proportion thereof			819 76
	Other personal property			10 00
	Real estate, lands			
	" lots			12 00
	Total in			2,731 56

191 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in Woodford County, State of Illinois.

	Items of property listed.	TRACK. Length of main in feet.	TRACK. Length of side, second, or turn-outs in feet.	Listed value.
Township of Congo	Railroad track—main	13,277		6,724 60
	" " side, second, or turn-out		1,133	339 90
	" " improvements on right of way			300 00
	Rolling-stock—proportion thereof			3,953 49
	Other personal property			50 00
	Real estate, lands			55 25
	" lots			
	Total in township, other than in cities and villages			11,423 54
Town of Eureka	Railroad track—main	2,708		1,317 30
	" " side, second, or turn-out		835	251 40
	" " improvements on right of way			75 00
	Rolling-stock—proportion thereof			806 36
	Other personal property			20 00
	Real estate, lands			
	" lots			27 00
	Total in			2,497 06

192 [Form 1.]

EXHIBIT A[6].—J. HOUGH, *U. S. Commissioner N. D. of Ill.*

OFFICE OF THE
TOLEDO, PEORIA & WARSAW RAILWAY COMPANY,
Peoria, Ill., May 31st, 1873.

To the county clerk of Tazewell County, Ill.:

In accordance with the provisions of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, the Toledo, Peoria & Warsaw Railway Company makes return of its property for taxation by schedules, as follows:

Schedule marked "A" shows the property designated by law "railroad track," belonging to or controlled by the company, and the listed value thereof.

Schedule marked "B" shows a detailed inventory of all property denominated by law "rolling-stock," belonging to or controlled by this company, and the listed value thereof; also the length (in feet) of main track on which said "rolling-stock" is used in Illinois, and the length (in feet) of main track on which said "rolling-stock" is used elsewhere.

Schedule marked "C" shows the "tools and material for repairs," and "all other personal property" (except "rolling-stock") belonging to or controlled by this company, and the location and listed value thereof.

Schedule marked "D" shows all real estate (other than railroad track) belonging to or controlled by this company, its location and listed value.

A "recapitulation" is added, showing the proportion of the several classes of property listed in said schedule, lying in each township, city, and village in your county. Where a city or village, or both, are in a township, the proportion is first given for the township, embracing only the property which properly belongs to that portion of the township outside of the city or village limits. In all such cases, by adding the proportion placed to the city or village, or of both, as the case may be, to the proportion stated for the township, the total of the township will be obtained.

Respectfully,

Company.

[Form 2.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria, & Warsaw Railway Company, in Tazewell County, Ill., May 1st, 1873.*

Description.				Right of way.				Track.					
								Main.		Side, second, or turn-out.		Value of stations and other improvements on right of way.	Total value as listed by railway co.
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
WASHINGTON TOWNSHIP.													
S. E. ¼	9	26	2	160	50 E. end 0 W. end	92	4 60						4 60
E. ½ N. E. ¼	16	"	"	1,370	100	3.15	15 75	1,370	685 00				700 75
W. ½ N. E. ¼	"	"	"	1,370	"	3.15	15 75	1,370	685 00				700 75
N. W. ¼	"	"	"	2,740	"	6.92	34 60	2,740	1,370 00				1,404 60
N. E. ¼	17	"	"	2,740	"	6.92	34 60	2,740	1,370 00				1,404 60
E. ½ N. W. ¼	"	"	"	1,370	"	3.15	15 75	1,370	685 00				700 75
W. ½ N. W. ¼	"	"	"	1,370	"	3.15	15 75	1,370	685 00				700 75
E. ½ N. E. ¼	18	"	"	1,370	"	3.15	15 75	1,370	685 00				700 75
W. ½ N. E. ¼	"	"	"	1,370	"	3.15	15 75	1,370	685 00				700 75
N. W. ¼	"	"	"	330	"	76	3 80	330	165 00				168 80
S. W. ¼	"	"	"	2,390	"	5.49	27 45	2,390	1,195 00			½ Tel. office.... 10 00	1,232 45
E. ½ S. E. ¼	13	26	3	1,350	100	3.10	15 50	1,350	675 00				690 50
N. W. ¼ S. E. ¼	"	"	"	1,350	"	3.10	15 50	1,350	675 00				690 50
N. E. ¼ S. E. ¼ N. W. ¼	23	26	3	460	100	1.06	5 30	460	230 00				235 30
S. ½ S. E. ¼ N. W. ¼	"	"	"	1,060	"	2.43	12 15	1,060	530 00			Well-tank, horse-power $200 00	542 15
E. pt. S. W. ¼	"	"	"	410	"	94	4 70	410	205 00				209 70
W. pt. S. W. ¼	"	"	"	1,710	"	4.04	20 20	1,710	855 00				1,075 20
N. E. ¼ S. E. ¼	22	"	"	100	50	12	60						
S. E. ¼ S. E. ¼	"	"	"	1,740	100	4.00	20 00	1,740	870 00				890 00
W. ½ S. E. ¼	"	"	"	250	"	57	2 85	250	125 00				127 85
N. E. ¼	27	"	"	1,380	"	3.17	15 85	1,380	690 00				705 85
N. W. ¼	"	"	"	2,710	"	6.22	31 10	2,710	1,355 00				1,386 10
N. E. ¼	28	"	"	2,670	"	6.13	30 65	2,670	1,335 00				1,365 65
N. W. ¼	"	"	"	2,610	"	5.99	29 95	2,670	1,335 00				1,364 95
E. ½ N. E. ¼	29	"	"	1,380	"	3.17	15 85	1,380	690 00				705 85
W. ½ N. E. ¼	"	"	"	1,700	"	3.91	19 55	1,700	850 00				869 55
S. E. ¼ N. W. ¼	"	"	"	760	"	1.75	8 75	760	380 00				388 75
S. W. ¼	"	"	"	3,010	"	6.91	34 55	3,020	1,510 00				1,544 55
S. pt. S. E. ¼	30	"	"	1,490	"	3.42	17 10	1,490	745 00				762 10

[Form 2.]

SHEDULE A.—Continued.

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
WASHINGTON TOWNSHIP—Continued.													
N. pt. S. E. ¼	26	30	3	1,390	100	3.19	15 95	1,390	695 50				711 45
E. ½ S. W. ¼	"	"	"	1,580	"	3.63	18 15	1,580	790 00				
N. W. ¼	31	"	"	1,860	"	4.25	21 25	1,860	930 00			Sec. ho 60 00	868 15
													951 25
WASHINGTON, (TOWN.)						111.01	555 05	47,360	23,680 00			270 00	24,505 05
E. ½ S. W. ¼	13	26	3	1,415	"	3.25	32 50	1,415	707 50			Sec. ho 60 00	800 00
S. W. ¼ S. W. ¼	"	"	"	1,420	"	3.26	32 60	1,420	710 00	162	54 00		796 60
N. W. ¼ N. E. ¼	23	"	"	890	"	3.05	30 50	890	445 00				475 50
S. W. ¼ N. E. ¼	"	"	"	575	"	1.32	13 20	575	287 50				300 70
194 FOND DU LAC TOWNSHIP.						10.88	108 80	4,300	2,150 00	162	54 00	60 00	2,372 80
E. ½ N. E. ¼	36	26	4	1,810	100	4.16	20 00	1,810	$905 00				925 80
W. ½ N. E. ¼	"	"	"	50	"	.12	60	50	25 00				25 60
E. pt. S. E. ¼	"	"	"	880	"	2.03	10 15	880	440 00				450 15
W. " S. E. ¼	"	"	"	550	"	1.26	6 30	550	275 00				281 30
S. W. ¼	"	"	"	2,770	"	6.36	31 80	2,770	1,385 00				1,416 80
W. ½ N. W. ¼	"	"	"	80	"	.19	95	80	40 00				40 95
E. ½ N. E. ¼	35	"	"	1,540	"	3.54	17 70	1,540	770 00				787 70
W. ½ N. E. ¼	"	"	"	1,440	"	3.31	16 55	1,440	720 00				736 55
E. ½ N. W. ¼	"	"	"	1,340	"	3.08	15 40	1,340	603 00				618 40
W. ¼ N. W. ¼	"	"	"	1,380	"	3.17	15 85	1,380	621 00				636 85
N. E. ¼	34	"	"	2,750	"	6.32	31 60	2,750	1,237 50				1,269 10
N. W. ¼	"	"	"	1,560	"	3.58	17 90	1,560	702 00				719 90
S. W. ¼	"	"	"	1,070	"	2.46	12 30	1,070	481 50				493 80
S. E. ¼	33	"	"	2,850	"	6.54	32 70	2,850	1,282 50	1,393	417 90		1,733 10
S. W. ¼	"	"	"	1,670	"	3.83	19 15	1,670	751 50	110	33 00		803 65
N. W. ¼	"	"	"	1,690	"	3.88	19 40	1,690	760 50	1,424	427 20		
N. E. ¼	32	"	"	1,570	"	3.60	18 00	1,570	706 50	569	152 70		1,359 80
													724 50

E. ½ S. E. ¼	29	"	"	1,010	"	2.32	11 60	1,010	454 50	.....	.....	.....	466 10
W. ½ S. E. ¼	29	"	"	2,100	"	4.82	24 10	2,100	945 00	.....	.....	.....	969 10
N. E. ¼	"	"	"	330	"	1.00	5 00	330	148 50	.....	.....	.....	153 50
N. W. ¼	"	"	"	650	"	1.49	7 45	650	292 50	.....	.....	.....	299 95
Middle of channel, Ill's river	.....	.....	.....	650	"	.....	.....	650	292 50	.....	.....	.....	292 50
						67.06	$335 30	29,740	13,839 00	3,436	$1,030 80	.....	$15,205 10

Total No. of acres, 188.95.
" value of railroad track, 42,082.95.

195 [Form 4.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Tazewell County, Ills., May 1st, 1873.*

Location.	Right of way. Description.	Sub-lot.	Lot.	Block.	Value.	Value of stations and other improvements on right of way.	Total value as listed by railway company.
Washington Township.	Washington, town, Dorsey's addition :						
	—Track— Main. Side.						
	4,040 ..... W. ½ Main street	....	....	....	.....	.....	
	90,120 50 ft. wide across strip E	....	15	1	10 00	.....	
	60,120 " " "	....	4	"	15 00	.....	
	0 20 ft. off N. W. corner	....	3	"	10 00	.....	
	60,120 50 ft. wide	....	5	"	10 00	.....	
	60,120 " " "	....	6	"	10 00	.....	
	60,120 " " "	....	7	"	10 00	.....	
	85,170 " " "	....	8	"	10 00	.....	
	3,570 " " "	....	9	"	5 00	.....	
	100,200 ..... Jefferson street	....	....	....	.....	.....	
	70,140 50 ft. wide	....	14	2	10 00	.....	
	110,220 ..... Market street	....	....	....	.....	.....	
	1,530 50 ft. wide	....	3	5	5 00	.....	
	2,040 ..... Alley	....	....	....	.....	.....	
	90,180 50 ft. wide	....	2	5	15 00	.....	
	0 25 ft. off N. W. corner	....	1	"	5 00	.....	
	2,040 ..... Alley	....	....	....	.....	.....	
	Samplis' addition :						
	75,150 50 ft. wide	....	5	....	15 00	.....	
	0 25 ft. off S. E. corner	....	6	....	5 00	.....	
	90,180 ..... Washington street	....	....	....	.....	.....	
	0 20 ft. off N. W. corner	....	9	....	5 00	.....	
	65,130 50 ft. wide	....	10	....	10 00	½ of sta'n 250 00 house.	
	60,120 ..... Wood street	....	....	....	.....	.....	
	70,140 100 ft. wide	....	11	....	10 00	Office.... 15 00	
	2,040 " " "	....	12	....	5 00	.....	
	0 20 " off S. E. corner	....	13	....	5 00	.....	
	2,033 ..... Alley	....	....	....	.....	.....	
	0 35 ft. off N. W. corner	....	24	....	5	.....	
	5,050 100 " wide	....	23	....	15 00	Carpenter shop. 25 00	
	8,383 " " "	....	22	....	20 00	.....	
	2,020 ..... Alley	....	....	....	.....	.....	
	6,042 100 ft. wide	....	21	....	15 00	.....	
	0 45 " off S. E. corner	....	20	....	5 00	.....	
	100 ..... Peoria street	....	....	....	.....	.....	
	0 Crane's addition :						
	0 50 ft. off N. W. corner	....	16	2	5 00	.....	
	70 100 " wide	....	17	2	10 00	.....	
	75 " " "	....	18	"	10 00	.....	
	75 2,718 " "	....	19	"	10 00	.....	
	1,848				$265 00	$290 00	$555 00

196 [Form 5.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in County, Ills., May 1st, 1873.*

	Track.			
	Main in		Side, second, or turn-out.	
	Length in feet.	Value.	Length in feet.	Value.
	1,848	$831 60	2,718	$815 40

196½ [Form 6.]

SCHEDULE B.—*Rolling-stock belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, May 1st, 1873.*

Description.	No.	Average value.	Total listed value.
Locomotives, all classes	45	2,500 00	112,500 00
Passenger-cars, all classes	13	1,000 00	13,000 00
Sleeping and dining cars			
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 00	26,460 00
Platform-cars	2	125 00	250 00
Wrecking-cars	1	210 00	210 00
Pay-cars			
Hand-cars	56	20 00	1,120 00
Boarding *of* cars	1	400 00	400 00
Rubble "	18	15 00	270 00
			389,990 00

Length of main track on which said rolling-stock is used in Illinois.....246 miles, 4,270 feet.
" " " " " elsewhere.....1 miles, 1,272 feet.

Proportion of above listed value, to be taxed in Illinois $388,039
" " " not taxable in Illinois $1,951

Total..... $389,990

197 [Form 7.]

SCHEDULE C.—*Personal property belonging to or controlled by the* *Company,* *in the county of* *May 1st,* 187 .

Where located on 1st day of May, 187 .		Description of property.	Value of tools and materials for repairs.	Value of all other personal property.	Total listed value.
Township.	City or village.				
Washington	Washington Town...	Track-repair's' tools	20 00	.....	100 00
		Carpenter's tools	70 00	.....	
		Sundries	.....	10 00	
Washington, E. ½ S.W. ¼ 30, 26, 3.	.....	Track-repair's' tools	20 00	.....	
		Sundries	.....	10 00	
			20 00	10 00	30 00

198 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in Tazewell County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Washington	Railroad track—main	47,360	.....	24,235 05
	" " side, second, or turn-out	.....	.....	.....
	" " improvements on right of way	.....	.....	270 00
	Rolling-stock—proportion thereof	.....	.....	14,102 39
	Other personal property	.....	.....	30 00
	Real estate—lands	.....	.....	.....
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	47,360	.....	$38,637 44
Town of Washington ...	Railroad track—main	6,148	.....	3,355 40
	" " side, second, or turn-out	.....	2,880	869 40
	" " improvements on right of way	.....	.....	350 00
	Rolling-stock—proportion thereof	.....	.....	1,830 69
	Other personal property	.....	.....	100 00
	Real estate—lands	.....	.....	.....
	" lots	.....	.....	.....
	Total in	.....	.....	.....

199 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in Tazewell County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Fond du lac.	Railroad track—main	29,740	.....	14,174 30
	" " side, second, or turn-out	.....	.....	1,030 80
	" " improvements on right of way	.....	.....	.....
	Rolling-stock—proportion thereof	.....	.....	8,855 68
	Other personal property	.....	.....	.....
	Real estate—lands	.....	.....	.....
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	29,740	.....	24,060 78

200 [Form 1.]

EXHIBIT A.—J. HOUGH, *U. S. Commissioner N. D. of Ill.*

OFFICE OF THE
TOLEDO, PEORIA & WARSAW RAILWAY COMPANY,
Peoria, Ill., , 187 .

To the county clerk of Peoria County, Ill.:

In accordance with the provisions of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, the Toledo, Peoria & Warsaw Railway Company makes return of its property for taxation by schedules, as follows:

Schedule marked "A" shows the property designated by law "railroad track," belonging to or controlled by the company, and the listed value thereof.

Schedule marked "B" shows a detailed inventory of all property denominated by law "rolling-stock," belonging to or controlled by this company, and the listed value thereof; also the length (in feet) of main track on which said "rolling-stock" is used in Illinois, and the length (in feet) of main track on which said "rolling-stock" is used elsewhere.

Schedule marked "C" shows the "tools and material for repairs," and "all other personal property" (except "rolling-stock") belonging to or controlled by this company, and the location and listed value thereof.

Schedule marked "D" shows all real estate (other than railroad-track) belonging to or controlled by this company, its location and listed value.

A "recapitulation" is added, showing the proportion of the several classes of property listed in said schedule, lying in each township, city, and village in your county. Where a city or village, or both, are in a township, the proportion is first given for the township, embracing only the property which properly belongs to that portion of the township outside of the city or village limits. In all such cases, by adding the proportion placed to the city or village, or of both, as the case may be, to the proportion stated for the township, the total of the township will be obtained.

Respectfully,

Company.

[Form 2.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Peoria County, Ill., May 1st, 1873.*

Description.				Right of way.				Track.					
								Main.		Side, second, or turn-out.		Value of stations and other improvements on right of way.	Total value as listed by railway co.
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
HOLLIS TOWNSHIP.													
W. ½ S. E. ¼	11	7	7	720	100	1.65	16 50	720	324 00				340 50
E. ¼ S. W. ¼	"	"	"	620	"	1.42	14 20	620	279 00				393 20
E. ½ N. W. ¼	14	"	"	1,530	"	3.51	35 10	1,530	688 50				723 60
W. ½ N. W. ¼	"	"	"	2,000	"	4.60	46 00	2,000	900 00	1,242	372 60		1,318 60
Orchords Mines, S. E. ¼	15	"	"	3,400	"	7.80	78 00	3,400	1,530 00	676	202 80		1,810 80
E. ½ S. W. ¼	"	"	"	620	"	1.43	14 30	620	279 00				293 30
N. W. ¼	22	"	"	2,710	"	6.22	62 20	2,710	1,219 50				1,281 70
N. E. ¼	21	"	"	2,857	"	6.56	65 60	2,857	1,285 65				1,351 25
S. W. ¼	"	"	"	2,870	"	6.59	65 90	2,870	1,291 50				1,357 40
E. ½ S. E. ¼	20	"	"	1,400	"	3.22	32 20	1,400	630 00				622 20
W. ½ S. E. ¼	"	"	"	1,400	"	3.22	32 20	1,400	630 00	150	45 00		707 20
Mapleton, S. W. ¼	"	"	"	1,200	"	2.75	27 50	1,200	540 00	1,200	360 00	Station..... $50 00 Sec. house..... 60 00 Cattle-pen..... 10 00	1,147 20
N. W. ¼	29	"	"	1,460	"	3.35	33 50	1,460	657 00	87	26 10		716 60
N. E. ¼	30	"	"	940	"	2.16	21 60	940	423 00				444 60
E. ½ S. E. ¼	19	"	"	720	"	1.65	16 50	720	324 00				340 50
W½ S. E. ¼	"	"	"	2,100	"	4.82	48 20	2,100	945 00				993 50
S. W. ¼	"	"	"	600	"	1.38	13 80	600	270 00				283 80
E. ½ N. W. ¼	"	"	"	1,400	"	3.22	32 20	1,400	630 00				662 20
W. ½ N. W. ¼	"	"	"	1,464	"	3.37	33 70	1,464	658 80				692 50
				30,011	.....	68 92	689 20	30,011	13,504 95	3,355	$1,006 50	220 00	15,420 65
TIMBER TOWNSHIP.													
S. ½ N. E. ¼	24	7	6	2,920	100	6.70	$67 00	45 2,920	1,314 00				1,381 00
S. ½ N. W. ¼	"	"	"	2,780	"	6.38	63 80	45 2,780	1,251 00				1,314 80
N. E. ¼	23	"	"	2,630	"	6.04	60 40	50 2,630	1,315 00				1,375 40
E. ½ N. W. ¼	"	"	"	1,370	"	3.14	31 40	1,370	685 00				716 40
W. ½ N. W. ¼	"	"	"	1,330	"	3.05	30 50	1,330	665 00			Sec. ho..... 60 00	755 50

N. E. ¼	22	"	"	2,470	"	5.67	56 70	2,470	1,235 00				1,291 70
W. ½ S. E. ¼	"	"	"	210	"	.48	4 80	210	105 00				109 80
								45					
	"	"	"	1,340	"	3.08	30 80	1,340	603 00	1,030	309 00	Cattle-pen..... 8 00	950 80
Glassford, E. ½ S. W. ¼	"	"	"	1,340	"	3.08	30 80	1,340	603 00				633 80
W. ½ S. W. ¼	21	"	"	1,500	"	3.45	34 50	1,500	675 00				709 50
N. E. ¼ S. E. ¼	"	"	"	150	"	.35	3 50	150	67 50				71 00
N. W. ¼ S. E. ¼	"	"	"	1,500	"	3.45	34 50	1,500	675 00				709 50
S. ½ S. E. ¼	21	"	"	990	"	2.28	22 80	990	445 50				468 30
S. E. ¼ S. W. ¼	28	"	"	475	"	1.09	10 90	475	213 75				224 65
N. E. ¼ N. W. ¼	"	"	"	670	"	1.54	15 40	670	301 50				316 90
E. ½ N. W. ¼ N. W. ¼	"	"	"	550	"	1.26	12 60	550	247 50				260 10
W. ½ N. W. ¼ N. W. ¼	21	"	"	200	"	.46	4 60	200	90 00				94 60
S. W. ¼ S. W. ¼	20	"	"	1,520	"	3.49	34 90	1,520	684 00				718 90
E. ½ S. E. ¼	"	"	"	1,450	"	3.33	33 30	1,450	652 50				685 80
W. ½ S. E. ¼	"	"	"	2,730	"	6.27	62 70	2,730	1,228 50				1,291 20
S. W. ¼	19	"	"	1,350	"	3.10	31 00	1,350	607 50				638 50
E. ½ S. E. ¼	"	"	"	1,350	"	3.10	31 00	1,350	607 50				638 50
W. ½ S. E. ¼	"	"	"	2,660	"	6.11	61 10	2,660	1,197 00			Tank 200 00	1,458 10
S. W. ¼				33,485		76.90	$769 00	33,485	$15,468 75	1,030	$309 00	268 00	$6,814 75

Total No. of acres, 145.82.
" value " railroad track, 32,235.40.

203 [Form 5.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Peoria County, Ills., May 1st, 1873.*

Location.	Right of way. Description.	Sub lot.	Lot.	Block.	Value.	Value of stations and other improvements on right of way.	Total value as listed by railway company.
Peoria City.	Biglaw & Muderhill's addition	N. W. ¼	1	48	200 00		
	" " " "	N. W. ¼	2	48	100 00		
	Water st						
	Grove st						
	Alley						
	Lots noted on Schedule D; also across N. E. ¼ sec. 17, 8, 8, adjoining Peoria, Pekin & Jacksonvill' right of way, described as strip off N. W. side—						
	30 ft. wide on Jacob Darst' lot				75 00		
	15 " " " E. T. Holland' "				100 00		
	15 " " " W. Cockle' "				75 00		
	15 " " " J. P. Heading' "				50 00		
	30 " " " Paper Mill Co.' "				50 00		
	30 " " " Spruck & Spier' "				75 00		
	25 " " " D. C. Farrell' "				300 00		
							$1,025 00

Track.			
Main in—		Side, second, or turn-out.	
Length in feet.	Value.	Length in feet.	Value.
1,267	$633 50	26,142	7,842 60

204 [Form 6.]

SCHEDULE B.—*Rolling-stock belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, May 1st, 1873.*

Description.	No.	Average value.	Total listed value.
Locomotives, all classes	45	$2,500 00	$112,500 00
Passenger-cars, all classes	13	1,000 00	13,000 00
Sleeping and dining cars			
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 00	26,460 00
Platform-cars	2	125 00	250 00
Wrecking-cars	1	210 00	210 00
Pay-cars	1	400 00	400 00
Hand-cars	56	20 00	1,120 00
All other kinds of cars	18	15 00	270 00
			389,990 00

Length of main track on which said rolling-stock is used in Illinois	246 miles	4,270 feet.
" " " " " elsewhere	1 miles	1,272 feet.
Proportion of above listed value, to be taxed in Illinois		$388,039 00
" " " not taxable in Illinois		1,951 00
Total		389,990 00

205 [Form 7.]

SCHEDULE C.—*Personal property belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of Peoria, May 1st, 187 .*

Where located on 1st day of May, 187 .		Description of property.	Value of tools and materials for repairs.	Value of all other personal property.	Total listed value.
Township.	City or village.				
Peoria	Peoria, (city)	Track repair's' tools	25 00		
		Locomotive-shop:			
		Machinery & tools	8,000 00		
		Car-shop:			
		Machinery & tools	1,000 00		
		Supplies in shop	14,000 00		
		Office-furniture		200 00	
		" supplies		300 00	
		Two turn-tables		200 00	23,725 00
Hollis	S. W. ¼ 20, 7, 7	Track repair's' tools	20 00		
		Sundries		10 00	30 00
Timber	W. ½ N. W. ¼ 23, 76.	Track repair's' tools	20 00		
		Sundries		10 00	30 00
					23,785 00

206 [Form 9.]

SCHEDULE D.—*Real estate owned and controlled by the company, in the county of , State of Illinois, on the first day of May, 187 , with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description—lots. Original town or addition to city or village, and subdivisions.	Lot No.	Block No.	Listed value.
Peoria, (city)	S. E. ¼ of block bounded by Oak, Elm, Water, and Washington sts.			2,600 00
	Ballance's addition	7	74	400 00
	" "	8	"	400 00
	" "	9	"	400 00
	" "	10	"	400 00
	" "	11	"	400 00
	" "	12	"	400 00
	" "	7	75	400 00
	" "	8	"	400 00
	" "	9	"	400 00
	" "	10	"	400 00
	" "	11	"	400 00
	" "	12	"	400 00
	" "	7	63	1,600 00
	" "	8	"	1,600 00
	" "	9	"	1,600 00
	" "	10	"	1,000 00
	" "	S. W. ¼ 11	"	500 00
	" "	1	64	1,300 00
	" "	12	"	1,800 00
	" " McKean's lot, Broodman's prt. of	S. E. part.	"	1,300 00
	" " McKean' lot	N. W. part.	"	2,800 00
	Subdivision of section 16, (except 60 ft. adjoining lot 14)	13	.....	3,300 00
	Total No. of acres and value of lots	22	.....	24,200 00

207 [Form 9.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of Peoria, State of Illinois, on the first day of May,* 187 , *with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description of lands.	Lot No.	Block No.	Range.	Acres.	Listed value.
	Part of section.	Sec.	Town.			
Hollis Township.....	Mapleton depot grounds: 1,450 ft. north side & 1,375 south side, 170 east end, 80 ft. west end, and on the north side of right of way in the S. E. cor. S. W. ¼	20	7	7	4.50	40 50
Timber Township	Glasford depot grounds: 600 ft. E. × W. × 100 ft. W. end, & E. end, N. si., right of way N. E. corner of E. ½ S. W. ¼	22	7	6	.34	.....
	720 ft. ×100 N. si., right of way N. W. corner E. ½ S. W. ¼	22	7	6	.65	.....
	1320 × 100 N. si., right of way W. ½ S. W. ¼	22	7	6	3.03	40 20
	Total No. of acres and value of lands...	.....	.....	....	8.07	80 70

208 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Peoria County, State of Illinois.

	Items of property listed.	Track.		Listed value
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Peoria.....	Railroad track—main, P. P. & J., 6,987	.....	.....	.....
	" " side, second, or turn-out	.....	.....	.....
	" " improvements on right of way	.....	.....	.....
	Rolling-stock—proportion thereof on 6,987 ft.	.....	.....	2,080 52
	Other personal property	.....	.....	.....
	Real estate—lands	.....	.....	.....
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	2,080 52
City of Peoria	Railroad track—main { T. P. & W. Ry., 1,267 / P. P. & J. Ry., 9,910 }	1,267	.....	1,658 50
	" " side, second, or turn-out	.....	26,142	7,842 60
	" " improvements on right of way	.....	.....	.....
	Rolling-stock—proportion thereof on 11,177 ft. of main track	.....	.....	3,328 18
	Other personal property	.....	.....	23,725 00
	Real estate—lands	.....	.....	.....
	" lots	.....	.....	24,200 00
	Total in	1,267	26,142	60,754 28

RECAPITULATION—Continued.

	Items of property listed.	TRACK. Length of main in feet.	TRACK. Length of side, second, or turn-outs in feet.	Listed value.
Township of Limestone.	Railroad track—main, P. P. & J. Ry., 11,717			
	" " side, second, or turn-out			
	" " improvements on right of way			
	Rolling-stock—proportion thereof			3,488 97
	Other personal property			
	Real estate—lands			
	" lots			
	Total in			3,488 97
Township of Hollis	Railroad track—main { P. P. & J., 10,356 / T. P. & W., 30,011 }	30,011		14,194 15
	" " side, second, or turn-out		3,355	1,006 50
	" " improvements on right of way			220 00
	Rolling-stock—proportion thereof on 40,367 ft. of main track			12,020 08
	Other personal property			30 00
	Real estate—lands			40 50
	" lots			
	Total	30,011	3,355	27,511 23
Township of Timber	Railroad track—main	33,485		16,237 75
	" " side, second, or turn-out		1,030	309 00
	" " improvements on right of way			268 00
	Rolling-stock—proportion thereof			9,970 83
	Other personal property			30 00
	Real estate—lands			40 20
	" lots			
	Total in	33,485	1,030	26,855 78
	Totals in townships, including cities and villages			

STATE OF ILLINOIS,
County of :

, president, and , secretary, of the Railway Company, being duly sworn, depose and say, and each for himself says, that they are the above-entitled officers of the said railway company, and that the foregoing schedules, marked A, B, C, and D, contain, and are, a full, true, and correct exhibit of all the property owned or controlled by said railway company which is located in the county of , State of Illinois; and, further, that said schedules contain a correct and true statement of all other property in any way appertaining to the operating, constructing, or repairing of said railroad in said county, in whole or in the proportion that said county is entitled to taxation on the same, under the State revenue law; and further that said schedules are made with reference to the amount, kind, and value of the property so scheduled, as it existed on the 1st day of May, 187 , according to the best of their information, knowledge, and belief, respectively.

Subscribed and *and* sworn to before me this day of , 187 .

Pres't.
Sec'y.

209 [Form 1.]

EXHIBIT A 8.—J. HOUGH, *U. S. Commissioner, N. D. of Ill.*

OFFICE OF THE
TOLEDO, PEORIA & WARSAW RAILWAY COMPANY,
Peoria Ill., , 187 .

To the county clerk of Fulton County, Ill.:

In accordance with the provisions of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, the Toledo, Peoria & Warsaw Railway Company makes return of its property for taxation by schedules, as follows:

Schedule marked "A" shows the property designated by law "railroad track," belonging to or controlled by the company, and the listed value thereof.

Schedule marked "B" show as detailed inventory of all property denominated by law "rolling-stock," belonging to or controlled by this company, and the listed value thereof; also, the length (in feet) of main track on which said "rolling-stock" is used in Illinois, and the length (in feet) of main track on which said "rolling-stock" is used elsewhere.

Schedule marked "C" shows the "tools and material for repairs," and "all other personal property" (except "rolling-stock") belonging to or controlled by this company, and the location and listed value thereof.

Schedule marked "D" shows all real estate (other than railroad track) belonging to or controlled by this company, its location and listed value.

A "recapitulation" is added, showing the proportion of the several classes of property listed in said schedule, lying in each township, city, and village in your county. Where a city or village, or both, are in a township, the proportion is first given for the township, embracing only the property which properly belongs to that portion of the township outside of the city or village limits. In all such cases, by adding the proportion placed to the city or village, or of both, as the case may be, to the proportion stated for the township, the total of the township will be obtained.

Respectfully,

, *Company.*

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Fulton County, Ill., May 1st, 187 .*

Description.				Right of way.				Track.					
								Main.		Side, second, or turn-out.		Value of stations and other improvements on right of way.	Total value as listed by railway co.
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
ORION TOWNSHIP.													
Gore				1,155	100	2.65	26 50	1,155	519 75				546 25
N. E. ¼	25	7	5	2,450	100	5.63	56 30	2,450	1,102 25				1,158 55
E. ½ N. W. ¼	"	"	"	1,260	"	2.89	28 90	1,260	567 00				595 90
W. ½ N. W. ¼	"	"	"	1,235	"	2.44	24 40	1,235	555 75				580 15
E. ½ N. E. ¼	26	"	"	1,330	"	3.07	30 70	1,330	588 50				629 20
E. ½ W. ½ N. E. ¼	"	"	"	720	"	1.65	16 50	720	328 50				345 00
W. ½ S. W. ¼ N. E. ¼	"	"	"	880	"	2.02	20 20	880	396 00				416 20
S. E. ¼ N. W. ¼	"	"	"	850	"	1.95	19 50	850	382 50				402 00
S. W. ¼	"	"		3,010	"	6.91	69 10	3,010	1,354 50				1,423 60
S. E. ¼	27	"	"	2,730	"	6.27	62 70	2,730	1,228 50				1,291 20
S. W. ¼	"	"	"	1,480	"	3.40	34 00	1,480	666 00	850	255 00	Cattle-pen.... $10 00	965 00
N. ½ N. W. ¼	34	"	"	1,550	"	3.56	35 60	1,550	775 00	786	235 80		1,046 40
N. E. ¼	33	"	"	2,870	"	6.36	63 60	2,870	1,435 00				1,498 61
S. E. ¼ N. W. ¼	"	"	"	1,480	"	3.41	34 00	1,480	740 00				774 00
S. W. ¼ N. W. ¼	"	"	"	1,340	"	3.08	30 80	1,340	670 00				700 80
E. ½ N. E. ¼	32	"	"	1,330	"	3.05	30 50	1,330	665 00				695 50
W. ½ N. E. ¼	"	"	"	1,450	"	3.32	33 30	1,450	725 00			21 sec. h 60 00	818 30
E. ¼ N. W. ¼	"	"	"	1,560	"	3.58	35 80	1,560	780 00				815 80
N. W. ¼ N. W. ¼	"	"	"	1,560	"	3.58	35 80	1,560	780 00				815 80
E. pt. N. E. ¼	31	"	"	250	"	58	5 80	250	125 00				130 80
W. pt. N. E ¼	"	"	"	650	"	1.49	14 90	650	325 00				339 90
S. E. ¼	30	"	"	1,790	"	4.11	41 10	1,790 50	895 00				936 10
N. E. ¼ N. W. ¼	31	"	"	1,310	"	3.01	30 10	1,310 45	589 00	792	237 60	Cattle-pen.... 15 00 Platform..... 10 00	882 20
N. W. ¼ N. W. ¼	"	"	"	1,300	"	2.99	29 90	1,300	585 00	600	180 00		794 900
				35,540		81.00	81 00	35,540	16,988 75	3,028	908 40	95 00	18,602 15

[Form 2.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Fulton County, Ill., May 1st, 187 .*

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
CANTON TOWNSHIP.													
S. ½ S. E. ¼	25	7	4	2,610	50	3.00	30 00	1,310	589 50				619 50
E. ½ N. E. ¼	36	"	"	1,310	100	3.01	30 10	660	297 00				327 10
W. ½ N. E. ¼	"	"	"	1,310	"	3.01	30 10	660	297 00				327 10
N. W. ¼	"	"	"	2,730	"	6.27	62 70	2,730	1,228 50				1,291 20
N. E. ¼	35	"	"	2,630	"	6.04	60 40	2,630	1,183 50				1,243 90
E. ½ N. E. ¼ N. W. ¼	"	"	"	920	"	2.11	21 10	920	414 00				435 11
E. ½ W. ½ N. E. ¼ N. W. ¼	"	"	"	150	"	.35	3 50	150	67 50				71 00
W. ½ W. ½ N. E. ¼ N. W. ¼	"	"	"	510	"	1.17	11 70	510	229 50				241 20
W. ½ S. E. ¼ N. W. ¼	34	"	"	320	"	.74	7 40	320	144 00				151 40
S. W. ¼ N. W. ¼	"	"	"	1,370	"	3.15	31 50	1,370	616 50	544	163 20		811 20
E. ½ S. E. ¼ N. E. ¼	33	"	"	700	"	1.61	16 10	700	315 00				331 10
W. ½ S. E. ¼ N. E. ¼	"	"	"	730	"	1.67	16 70	730	328 50				345 20
E. ½ S. W. ¼ N. E. ¼	"	"	"	750	"	1.72	17 20	750	337 50				354 70
W. ½ S. W. ¼ N. E. ¼	"	"	"	30	"	.07	70	30	13 50				14 20
N. ½ S. E. ¼	"	"	"	730	"	1.68	16 80	730	328 50				345 30
S. W. ¼	"	"	"	3,020	"	6.93	69 30	3,020	1,359 00				1,428 30
S. E. ¼	32	"	"	1,485	"	3.41	34 10	1,485	668 25				702 35
						45.94	459 40	18,705	8,417 25	544	163 20		9,039 85
CANTON TOWNSHIP—CANTON, (CITY.)													
E. pt. N. W. ¼ N. W. ¼	35	7	4	780	100	1.79	17 90	780	351 00	885	265 50	Cattle-pens.. 75 00 Buildings... 20 00 Station..... 500 00 Frt. & co.... 300 00	729 40
N. E. ¼	34	"	"	2,670	"	6.13	61 30	2,670	1,201 50	1,457 1,202	797 70		2,860 50
E. ½ N. E. ¼ N. W. ¼	"	"	"	1,050	"	2 41	24 10	1,050	472 50				496 60
						19.33	103 30	4,500	2,025 00	3,544	1,063 20	895 00	4,086 50

BUCKHEART TOWNSHIP.														
E. ½ N. E. ¼	5	6	4	20	100	.05	50	20	9 00					9 50
W. ¼ N. E. ¼	"	"	"	1,580	"	3.63	36 30	1,580	711 00					747 30
N. ½ N. W. ¼	"	"	"	2,280	70	5.23	52 30	2,280	1,026 00					1,078 30
S. ½ S. W. ¼ N. W. ¼	"	"	"	880	100	2.02	20 20	880	306 00					416 20
N. E. ¼	6	"	"	430	"	1.03	10 20	430	193 54					203 70
E. ½ N. E. ¼	"	"	"	1,050	"	2.41	24 10	1,050	472 50					496 60
W. ¼ N. E. ¼	"	"	"	1,490	"	3 42	34 20	1,490	670 50					704 70
S. W. ¼	"	"	"	2,510	"	5.76	57 60	2,510	1,129 50					1,187 10
						23.54	235 40	10,240	4,608 00					4,843 40
212 PUTNAM TOWNSHIP.														
E. ½ N. E. ¼	1	6	3	1,000	100	2.30	23 00	1,000	450 00					473 00
N. E. ¼	12	"	"	1,875	"	4.30	43 00	1,875	843 75	1,202	360 60	Cattle-pen 10 00 Platform 10 00 23 sec. ho 60 00		1,267 35 1,206 95
N. ¼ N. W. ¼	"	"	"	2,425	"	5.57	55 70	2,425	1,091 25					200 40
S. ½ N. W ¼	"	"	"	430	70	.69	6 90	430	193 50					685 45
E. ½ N. E. ¼	11	"	"	1,445	"	3.32	33 20	1,445	650 25					359 50
W. ½ N. E. ¼	"	"	"	760	100	1.75	17 50	760	342 00					307 40
W. ¼ S. E. ¼	"	"	"	650	"	1.49	14 90	650	292 50					676 30
E. ¼ S. W. ¼	"	"	"	1,430	"	3.28	32 80	1,430	643 50					685 80
W. ¼ S. W. ¼	"	"	"	1,450	"	3.33	33 30	1,450	652 50					1,393 95
S. ½ S. E. ¼	10	"	"	2,905	"	6.67	66 70	2,905	1,307 25					236 50
S. pt. S. W. ¼	"	"	"	500	"	1.15	11 50	500	225 00					1,120 90
N. W. ¼	10	"	"	2,370	"	5.44	54 40	2,370	1,066 50					515 50
N. ¼ N. E. ¼	16	"	"	1,390	"	2.50	25 00	1,090	490 50					160 80
S. E. ¼ N. E. ¼	"	"	"	340	"	.78	7 80	340	153 60					666 90
S. W. ¼ N. E. ¼	"	"	"	1,410	"	3.24	32 40	1,410	634 50					714 10
E. ½ S. ½ N. W. ¼	"	"	"	1,510	"	3.46	34 60	1,510	679 50					643 20
N. W. ¼ S. W. ¼	"	"	"	1,360	"	3 12	31 20	1,360	612 00					685 80
N. E. ¼ S. E. ¼	17	"	"	1,450	"	3.33	33 30	1,450	652 50					293 20
N. W. ¼ S. E. ¼	"	"	"	620	"	1.42	14 20	620	279 00					387 80
S. W. ¼ S. E. ¼	"	"	"	820	"	1.88	18 80	820	369 00					340 50
E. ½ S. E. ¼ S. W. ¼	"	"	"	720	"	1.65	16 50	720	324 00					1,522 90
N. E. ¼	19	"	"	3,220	100	7.39	73 90	3,220	1,449 00					594 80
N. W. ¼	"	"	"	1,300	"	.98	9 80	1,300	585 00					543 90
S. W. ¼	"	"	"	1,150	"	2.64	26 40	1,150	517 50					
						71.68	716 80	32,230	14,503 50	1,202	360 60		80 00	15,660 90
PUTNAM TOWNSHIP, CUBA, (TOWN.)										958	287 40	Well-tank and wind-mill 200 00 Station 250 00 Cattle-pen 20 00		909 40
W. ½ S. E. ¼ S. W. ¼	17	6	3	710	100	1.63	16 30	710	319 54	954	286 20			
W. ½ S. W. ¼	"	"	"	1,180	"	2.71	27 10	1,180	531 00	1,116	334 89			1,362 90
						4.34	42 40	1,890	8,550	3,028	9,84 0		470	2,272 30
213 CASS TOWNSHIP.								45						520 30
S. ½ E. ½ S. E. ¼	24	6	2	1,100	100	2,53	25 30	1,100	495 00					856 10
W. ½ S. E. ¼	"	"	"	1,810	"	4.16	40 60	1,810	814 50					

[Form 2.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Fulton County, Ill., May 1st, 187 .*

Description.				Right of way.				Track.					
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.	Value of stations and other improvements on right of way.	Total value as listed by railway co.
CASS TOWNSHIP—Continued.													
S. ½ E. ½ S. W. ¼	24	6	2	1,430	100	3.28	32 80	1,430	643 50				676 30
W. ½ S. W. ¼	"	"	"	30	"	.07	70	30	13 50				14 20
N. W. ¼	25	"	"	1,390	"	3.19	31 90	1,390	625 50			Sec. h..... 60 00	716 40
N. ½ N. E. ¼	26	"	"	1,800	"	4.13	41 30	1,800	810 00				851 30
S. ½ N. E. ¼	"	"	"	1,060	"	2.43	24 30	1,060	477 00				501 30
N. W. ¼	"	"	"	2,750		6.31	63 10	2,750	1,237 50				1,300 60
E. ½ N. E. ¼	27	"	"	1,330	90 E. end 70 W	2.44	24 40	1,330	598 50				622 90
S. W. ¼ N. E. ¼	"	"	"	1,330	70 E 50 W	1.83	18 30	1,330	598 50				616 80
S. E. ¼	"	"	"	2,660	50 W 10 E	1.83	18 30						18 30
N. W. ¼	"	"	"	2,660	10 W 50 E	1.83	18 30						18 30
E. ½ S. W. ¼	"	"	"	1,330	70 W 50 E	1.83	18 30	1,330	598 50				616 80
N. W. ¼ S. W. ¼	"	"	"	1,330	70 E 90 W	2.44	24 40	1,330	598 50				622 90
N. ½ S. E. ¼	28	"	"	2,630	90 E 75 W	4.98	49 80	2,650	1,192 50				1,242 30
N. E. ¼	"	"	"	2,630	10 E 25 W	1.05	10 50						10 50
E. ½ S. W. ¼	"	"	"	1,315	75 E 70 W	2.32	23 20	1,315	591 75				614 95
W. ½ S. W. ¼	"	"	"	1,315	70 E 65 W	2.16	21 60	1,315	591 75	375	112 50		725 85
Smithfield, N. W. ¼	"	"	"	2,630	25 E 35 W	1.92	19 20						19 20
E. ½ S. E. ¼	29	"	"	1,350	65 E 50 W	1.78	17 80	1,350	675 00	907	272 10	Cattle pen..... 10 00	974 90

W. ½ S. E. ¼	"	"	"	675	50 E 0 W	.39	3 90						3 90
E. ½ N. E. ¼	"	"	"	1,350	35 E 50 W	1.32	13 20						12 20
W. ½ N. E. ¼	"	"	"	1,350	50 E 100 C 100 W	2.71	27 10	1,380	690 00				717 10
N. W. ¼	"	"	"	3,300	100	7.58	95 80	3,300	1,650 00				1,725 80
N. E. ¼	30	"	"	2,700	"	6.20	62 00	2,700	1,350 00				1,412 10
N. W. ¼	30	"	"	390	"	.90	9 00	390	195 00				204 00
E. ½ S. W.	19	"	"	1,120	"	2.57	25 70	1,120	560 00				585 70
W. ½ S. W. ¼	"	"	"	2,290	"	5.26	52 60	2,290	1,145 00				1,197 60
						79.44	794 40	34,500	16,151 50	1,282	384 60	70 00	17,400 50

214

[Form 3.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company in Fulton County, Ill., May 1st, 187 .*

Description.				Right of way.				Track.					
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.	*Value of stations and other improvements on right of way.	Total value as listed by railway co.
HARRIS TOWNSHIP.													
N. ½ S. E. ¼	24	6	1	2,740	100	6.29	62 90	50 2,740	1,370 00				1,432 90
S. W. ¼	"	"	"	2,980	"	6.84	68 40	45 2,980	1,341 00	1,072	321 60	Station ..... 150 00 Water-tank, horse-power. 500 00 Cattle-p ..... 50 00 Sec. h 50 00	2,146 00
N. W. ¼	"	"	"	40	"	.09	90	40	18 00				18 90
N. E. ¼	23	"	"	2,870	"	6.59	65 90	2,870	1,291 50				1,357 40
E. ½ N. W. ¼	"	"	"	1,290	"	2.96	29 60	1,290	580 50				610 10
S. W. ¼ N. W. ¼	"	"	"	1,000	"	2.30	23 00	1,000	450 00				473 00
S. W. ¼	"	"	"	540	"	1.24	12 40	540	243 00				255 40
N. E. ¼ S. E. ¼	22	"	"	860	"	1.98	19 80	860	387 00				406 80
S. E. ¼ S. E. ¼	"	"	"	1,460	"	3.35	33 50	1,460	657 00				690 50
E. ½ N. E. ¼	27	"	"	490	"	1.13	11 30	490	220 50				231 80

SCHEDULE A—Continued.

Description.				Right of way.				Track.					
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.	*Value of stations and other improvements on right of way.	Total value as listed by railway co.
HARRIS TOWNSHIP—Continued.													
N. W. ¼ N. E	27	6	1	1,430	100	3.28	32 80	1,430	643 50				676 30
N. E. ¼ N. W. ¼	"	"	"	230	"	.53	5 30	230	103 50				108 80
S. ½ S. W. ¼	22	"	"	1,740	"	3.99	39 90	1,740	783 00	130	39 00		861 90
N. ½ S. W. ¼	"	"	"	1,498	"	3.40	34 00	1,498	674 10	783	234 90		943 00
S. ½ S. W. ¼ N. W. ¼	"	"	"	670	"	1.54	15 40	670	301 50				316 90
N. ½ S. W. N. W.	"	"	"	690	"	1.59	15 90	690	310 50				326 40
N. W. ¼ N. W. ¼	"	"	"	850	"	1.95	19 50	850	382 50				402 00
N. E. ¼ N. E. ¼	21	"	"	1,320	"	3.03	30 30	1,320	594 00				624 30
N. W. ¼ N. E. ¼	"	"	"	1,340	"	3.08	30 80	1,340	603 00				633 80
N. ½ N. W. ¼	"	"	"	2,110	"	4.84	48 40	2,110	949 50				997 90
S. W. ¼ N. W. ¼	"	"	"	720	"	1.65	16 50	720	324 00				340 50
S. ¼ N. E. ¼ N. E	20	"	"	770	"	1.77	17 70	770	346 50				364 20
S. E. ¼ N. E. ¼	"	"	"	850	"	1.95	19 50	850	382 50				402 00
S. W. ¼ N. E. ¼	"	"	"	1,340	"	3.08	30 80	1,340	603 00				633 80
S. E. ¼	"	"	"	20	"	.05	50	20	9 00				9 50
N. ¼ N. W. ¼	"	"	"	1,070	"	2.46	24 60	1,070	481 50				506 10
N. W. ¼	"	"	"	2,240	"	5.14	51 40	2,240	1,008 00				1,059 40
N. E. ¼	19	"	"	2,825	"	6.49	64 90	2,825	1,271 25				1,336 15
N. W. ¼	"	"	"	3,070	"	7.05	70 50	3,070	1,381 50			See. h 60 00	1,512 00
						89.64	896.40	39,053	17,710 85	1,985	595 50	475 00	19,677 75

* NOTE.—Not including any stations or improvements on a laid-off town or city lot.

The above parcels of land embrace a strip or tract of land extending on each side of the railroad track, and embracing the same, together with all the stations and other improvements thereon, commencing at the point where the line of said railroad crosses the eastern boundary-line of Fulton County, and extending to the point where the said railroad track crosses the western boundary-line of said county, said strip or tract of land containing in all 405.91 acres; and further, this schedule embraces all the property in said county denominated by the State revenue law "railroad track," which is hereby listed at the aggregate value of $91,583.35.

This Schedule A does not include any part of the right of way across any laid-off lots or blocks in any city or village, or where the railroad track is laid in any street.

215 [Form 5.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Fulton County, Ills., May 1st, 187 .*

Location.	Right of way. Description.	Sub-lot.	Lot.	Block.	Value.	Value of stations and other improvements on right of way.	Total value as listed by railway company.
Canton Township ..	Canton City. Anderson's addition:						
	Main track, side:						
	10 ft., 10 ft. alley		4	4	20 00		
	150 ft., 150 ft.						
	60 ft., 7th street		9	3	20 00		
	150 ft						
	10 ft. alley		4	3	20 00		$60 00
	150 ft.						
	30 ft. east ½ 6th street						
	560 ft., 160 ft.						
Putman Township..	Cuba (town.) middle addition:						
	70 ft. Main st.						
	90 "		51		15 00		
	85 "		52		15 00		$30 00
	20 " alley						
	265						

Track.			
Main in Fulton County.		Side, second or turn-out.	
Length in feet.	Value.	Length in feet.	Value.
825	$371 25	160	48 00

216 [Form 6.]

SCHEDULE B.—*Rolling-stock belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, May 1st, 1873.*

Description.	No.	Average value.	Total listed value.
Locomotives, all classes	45	2,500 00	112,500 00
Passenger-cars, all classes	13	1,000 00	1,300 00
Sleeping and dining-cars			
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 00	26,460 00
Platform-cars	2	128 00	250 00
Wrecking-cars	1	210 00	210 00
Pay-cars			
Hand-cars	36	20 00	1,120 00
All other kinds of cars	1	400 00	400 00
	18	15 00	270 00
			389,990 00

Length of main track on which said rolling-stock is used in Illinois	246 miles 4,270 feet
" " " " " elsewhere	1 mile 1,272 feet
Proportion of above listed value to be taxed in Illinois	$388,039
" " " not taxable in Illinois	$1,951
Total	$389,990

217 [Form 7.]

SCHEDULE C.—*Personal property belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company in the county of Fulton, May 1st, 1873.*

Where located on 1st day of May, 187 .		Description of property.	Value of tools and materials for repairs.	Value of all other personal property.	Total listed value.
Township.	City or village.				
Orion		Track-repair's' tools	20 00		30 00
		Sundries		10 00	
Canton	Canton, (city)	Track-repair's' tools	20 00		30 00
		Sundries		10 00	
Putman		Track-repair's' tools	20 00		30 00
		Sundries		10 00	
Cass		Track-repair's' tools	20 00		30 00
		Sundries		10 00	
Harris		Track-repair's' tools	20 00		30 00
		Sundries		10 00	
					150 00

218 [Form 9.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of Fulton, State of Illinois, on the first day of May, 1873, with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description of lands.					Listed value.
	Part of section.	Lot No. / Section.	Block No. / Town.	Range.	Acres.	
Orion Township, Breed's depot grounds.	1130 × 100 N. side right of way, west part S. E. ¼	27	7	5	2. 59	25 90
	And 870 × 100 N. si. right of way, E. part S. W. ¼	27	7	5	2. 00	20 00
Rawalt's depot grounds.	675 N. si. } 875 S. si. } × 150 N. si. right of way, and south and W. part of E. ½ S. W. ¼	30	7	5	2. 66	26 60
						72 50
Canton Township depot grounds.	250 × 90 S. side right of way, west side E. ½ N. W. ¼	35	7	4	5. 1	5 10
Canton (city) depot grounds.	775 × by 90 S. side right of way, E. si. west ½ N. W. ¼	35	7	4	1. 60	16 00
Putman Township, Civer depot grounds.	1075 × 150 N. side right of way, west part N. E. ¼	12	6	3	4. 98	49 80
	780 W. si. } 700 S. si. } × 150 N. side right of way, east part N. ½, N. W. ¼	12	6	3	2. 55	25 50
						75 30
Putman Township, Cuba (town) depot grounds.	1440 × 150 N. side right of way, W. ½ S. W. ¼	17	6	3	4. 96	49 60
Cass Township, Smithfield depot grounds.	1000 × 150 N. side right of way, south side W. part N. W. ¼	28	6	2	3. 45	34 50
	700 × 150 N. side right of way, S. side E. part of E. ½ N. E. ¼	29	6	2	2. 41	24 10
						58 60
	Total No. of acres and value of lands				27. 71	$277 10

219 [Form 9.]

SCHEDULE D—Continued.

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of Fulton, State of Illinois, on the first day of May, 1873, with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description—lots.			Listed value.
	Original town or addition to city or village and subdivisions.	Lot No.	Block No.	
Canton Township.....	Anderson's addition	3	4	20 00
Canton City	Wright's addition	140	"	20 00
	" "	161	"	20 00
				$60 00
	Total No. and value of lots	3	.....	60 00

220 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Fulton County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Orion.....	Railroad track—main	35,540	.....	17,598 75
	" " side, second, or turn-out	.....	3,028	908 40
	" " improvements on right of way.....	.....	.....	95 00
	Rolling-stock—proportion thereof	.....	.....	10,582 74
	Other personal property	.....	.....	30 00
	Real estate—lands.....	.....	.....	72 50
	" lots	.....	.....	.....
	Totals in townships, other than in cities and villages.....	35,540	3,028	29,287 39

221 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Fulton County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Canton	Railroad track—main	18,705		8,876 65
	" " side, second, or turn-out		544	163 20
	" " improvements on right of way			
	Rolling-stock—proportion thereof			5,569 78
	Other personal property			
	Real estate—lands			5 10
	" lots			
	Totals in township, other than in cities and villages	18,705	544	14,614 73
City of Canton	Railroad track—main	5,060		2,440 30
	" " side, second, or turn-out		3,704	1,111 20
	" " improvements on right of way			895 00
	Rolling-stock—proportion thereof			1,506 72
	Other personal property			30 00
	Real estate—lands			16 00
	" lots			60 00
	Total in	5,060	3,704	6,059 22

222 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Fulton County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Buckheart	Railroad track—main	10,240		4,843 40
	" " side, second, or turn-out			
	" " improvements on right of way			
	Rolling-stock—proportion thereof			3,049 17
	Other personal property			
	Real estate—lands			
	" lots			
	Totals in township, other than in cities and villages	10,240		7,892 57

223 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Fulton County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Putman ...	Railroad track—main	32,230		15,220 30
	" " side, second, or turn-out		1,202	360 00
	" " improvements on right of way			80 00
	Rolling-stock—proportion thereof			9,597 13
	Other personal property			30 00
	Real estate—lands			75 30
	" lots			
	Totals in township, other than in cities and villages	32,230	1,202	25,363 33
Town of Cuba	Railroad track—main	2,155		1,043 15
	" " side, second, or turn-out		3,028	908 40
	" " improvements on right of way			470 00
	Rolling-stock—proportion thereof			641 69
	Other personal property			
	Real estate—lands			49 60
	" lots			
	Total in	2,155	3,028	3,112 84

224 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Fulton County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Cass	Railroad track—main	34,500		16,945 90
	" " side, second, or turn-out		1,282	384 60
	" " improvements on right of way			70 00
	Rolling-stock—proportion thereof			10,273 07
	Other personal property			30 00
	Real estate—lands			58 60
	" lots			
	Totals in township, other than in cities and villages	34,500	1,282	27,762 17

225 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Fulton County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Harris.....	Railroad track—main.....	39,053	.....	18,607 25
	" " side, second, or turn-out.....	.....	1,985	595 50
	" " improvements on right of way	.....	.....	475 00
	Rolling-stock—proportion thereof	.....	.....	11,628 81
	Other personal property	.....	.....	30 00
	Real estate—lands.....	.....	.....	.....
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages.....	39,780	1,985	31,336 56

226 [Form 1.]

EXHIBIT A[9].—J. HOUGH, *U. S. Commissioner, N. D. of Ill.*

OFFICE OF THE
TOLEDO, PEORIA & WARSAW RAILWAY COMPANY,
Peoria, Ill., , 187 .

To the county clerk of McDonough County, Ill.:

In accordance with the provisions of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, the Toledo, Peoria & Warsaw Railway Company makes return of its property for taxation by schedules, as follows:

Schedule marked "A" shows the property designated by law "railroad-track," belonging to or controlled by the company, and the listed value thereof.

Schedule marked "B" shows a detailed inventory of all property denominated by law "rolling-stock," belonging to or controlled by this company, and the listed value thereof; also, the length (in feet) of main track on which said "rolling-stock" is used in Illinois, and the length (in feet) of main track on which said "rolling-stock" is used elsewhere.

Schedule marked "C" shows the "tools and material for repairs," and "all other personal property" (except "rolling-stock") belonging to or controlled by this company, and the location and listed value thereof.

Schedule marked "D" shows all real estate (other than railroad track) belonging to or controlled by this company, its location and listed value.

A "recapitulation" is added, showing the proportion of the several classes of property listed in said schedule, lying in each township, city, and village in your county. Where a city or village, or both, are in a township, the proportion is first given for the township, embracing only the property which properly belongs to that portion of the township outside of the city or village limits. In all such cases, by adding the proportion placed to the city or village, or of both, as the case may be, to the proportion stated for the township, the total of the township will be obtained.

Respectfully,

Company.

[Form 2.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in McDonough County, Ill., May 1st, 1873.*

Description.				Right of way.				Track.						Total value as listed by railway co.
								Main.		Side, second, or turn-out.		Value of stations and other improvements on right of way.		
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.			
MOUND TOWNSHIP.														
E. pt. N. E. ¼	24	6	1	1,010	100	2.32	28 20	1,010	454 50					477 70
W. pt. N. E. ¼	"	"	"	1,670	"	2 84	33 40	1,670	751 50					789 90
S. E. ¼	"	"	"	40	"	.09	90	40	18 00					18 70
S. E. ¼ N. W. ¼	"	"	"	30	"	.07	70	0						70
S. W. ¼	"	"	"	2,780	"	6.38	63 80	2,780	1,251 00					1,314 80
E. ½ S. E. ¼	23	"	"	1,330	"	3.06	30 60	1,330	598 50			Station.....200 00		829 10
New Philadelphia, W. ½ S. E. ¼	"	"	"	1,330	"	3.06	30 60	1,330	598 50	1,476	442 80	Cattle-pen..... 20 00		1,091 90
N. ½ S. W. ¼	"	"	"	1,380	"	3.17	31 70	1,380	621 00					652 70
S. ½ N. W. ¼	"	"	"	1,620	"	3.86	38 60	1,620	729 00					767 60
E. ½ N. E. ¼	22	"	"	1,740	"	3.00	30 00	1,740	783 00					813 00
W. ½ N. E. ¼	"	"	"	1,280	"	2.94	29 40	1,280	576 00					605 40
W. ½ S. E. ¼	15	"	"	380	"	.87	8 70	880	171 60					179 70
E. ½ S. W. ¼	"	"	"	1,810	"	4.15	41 50	1,810	814 50					856 00
W. ½ S. W. ¼	"	"	"	1,665	"	3.82	38 20	1,665	749 25					787 45
W. ½ N. W. ¼	"	"	"	1,470	"	3.38	33 80	1,470	661 50					695 30
E. ½ N. E. ¼	16	"	"	1,365	"	3.13	31 30	1,365	614 25					645 55
E. ½ S. E. ¼	9	"	"	2,705	"	6.21	62 10	2,705	1,217 25					1,279 35
N. E. ¼	"	"	"	2,659	"	6.12	61 20	2,659	1,196 55					1,257 75
S. ½ S. E. ¼	4	"	"	1,325	"	3.04	30 40	1,325	596 25					626 65
N. ½ S. E. ¼	"	"	"	1,325	"	3.04	30 40	1,325	596 25					626 65
N. E. ¼	"	"	"	2,200	"	5.05	50 50	2,200	990 00					1,040 50
						70.60	706 00	31,084	13,987 80	1,476	442 80	220 00		15,356 60
BUSHNELL TOWNSHIP, BUSHNELL, (CITY.)														
S. E. ¼	23	7	1	2,550	100	5.86	58 60	2,550	1,147 50			Sec. ho..... 60 00 Station.....500 00 Frt. dep.....300 00		1,766 10

[Form 2.]

SCHEDULE A—Continued.

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
BUSHNELL, (CITY)—Continued.													
N. W. ¼	23	7	1	2,890	100	6.64	66 40	2,890	1,300 50	257 902 1,187	77 10 270 60 356 10	Turn-table .... 50 00 Store-room .... 15 00 Cattle-pen .... 35 00 Coal-shed 20 00	2,064 60 426 10
BUSHNELL TOWNSHIP.				5,440	"	12.50	$125 00	5,440	$2,448 00	2,346	703 80	$980 00	4,256 80
N. E. ¼	32	7	1	2,610	100	6.00	60 00	2,610	1,174 45				1,234 45
E. ½ N. W. ¼	"	"	"	1,305	"	3.00	30 00	1,305	587 25				617 25
W. ½ N. W. ¼	"	"	"	1,305	"	3.00	30 00	1,305	587 25				617 25
N. E. ¼	31	"	"	2,650	"	6.09	60 90	*a* 50 2,650	1,325 00				1,385 90
N. W. ¼	"	"	"	2,250	"	5.17	51 70	2,250	1,125 00				1,176 70
228 WALNUT GROVE TOWNSHIP.				10,120		23.26	232 60	10,120	4,798 95				5,031 55
N. E. ¼	36	7	2	2,760	100	6.34	63 40	*c* 50 2,760	1,380 00			Well, horse-power tank 200 00	1,643 40
N. W. ¼	"	"	"	2,650	"	6.09	60 90	*a* 50 2,650	1,325 00				1,385 90
S. ½ N. E. ¼	35	"	"	2,710	"	6.22	62 20	*a* 50 2,710	1,355 00				1,417 20
S. ½ N. W. ¼	"	"	"	1,370	"	3.14	31 40	*a* 50 1,370	685 00				716 40
W. ½ N. W. ¼	"	"	"	1,370	"	3.14	31 40	*a* 50 1,370	685 00	1,250	375 00	Cattle pen .... 30 00 Station 200 00	1,311 40
N. E. ¼	34	"	"	2,720	"	6.20	62 00	2,720	1,224 00				1,286 00
N. W. ¼	"	"	"	2,800	"	6.43	64 30	2,800	1,260 00				1,324 30
E. ½ N. E. ¼	33	"	"	1,330	"	3.05	30 50	1,330	598 50				629 00
W. ½ N. E. ¼	"	"	"	1,330	"	3.05	30 50	1,330	598 50				629 00
N. ½ N. W. ¼	"	"	"	2,660	"	6.11	61 10	2,660	1,197 00				1,258 10
E. ½ N. E. ¼	32	"	"	1,350	"	3.10	31 00	1,350	607 50				638 50

W. ½ N. E. ¼	"	"	"	1,350	"	3.10	31 00	1,350	607 50				638 50
N. E. ¼ N. E. ¼	"	"	"	1,350	"	3.10	31 00	1,350	607 50				638 50
W. ½ N. W. ¼	"	"	"	1,350	"	3.10	31 00	1,350	607 50				638 50
E. ½ N. E. ¼	31	"	"	1,330	"	3.05	30 50	1,330	598 50				629 00
W. ½ N. E. ¼	31	"	"	1,330	"	3.05	30 50	1,330	598 50				629 00
E. pt. N. W. ¼	"	"	"	240	"	.55	5 50	240	13 20				18 70
				29,980		68.82	688 20	30,000	13,948 20	1,250	375 00	420 00	15,431 40
GOOD HOPE TOWN.													
W. pt. N. W. ¼	31	7	2	1,760	100	4.04	40 40	1,760	792 00				832 40
				1,760		4.04	40 40	1,760	792 00				832 40
229 SCITOA TOWNSHIP, GOOD HOPE, (TOWN.)													
N. E. ¼	36	7	3	2,750	100	6.31	63 10	2,750	1,237 50	1,435	430 50	Cattle-pen.... 15 00 Station..... 200 00	1,946 10
E. ½ N. W. ¼	"	"	"	880	"	2.02	20 20	880	396 00				416 20
				3,630		8.33	83 30	3,630	1,633 50	1,435	430 50	215 00	2,362 30
SCIOTA TOWNSHIP.													
W. ⅔ N. W. ¼	36	7	3	1,800	100	4.13	41 30	1,800	810 00			Well, horse-pow., tank. 200 00	1,051 30
E. ½ N. E. ¼	35	"	"	1,375	"	3.16	31 60	a50 1,375	687 50				719 10
W. ¼ N. E. ¼	"	"	"	1,375	"	3.16	31 60	1,375	618 75				650 35
E. ½ N. W. ¼	"	"	"	1,365	"	3.13	31 30	1,365	614 25				645 55
W. ½ N. W. ¼	"	"	"	1,365	"	3.13	31 30	1,365	614 25				645 55
N. E. ¼	34	"	"	2,700	100 E. end. 30 W.... 0 E. end. 70 W....	4.03	40 30	1,900	855 00				895 30
S. E. ¼	27	"	"	1,350	70	1.08	10 80	300	360 00				370 80
E. ½ N. W. ¼	34	"	"	1,350	30	.93	9 30	0					9 30
W. ½ N. W. ¼	"	"	"	1,350	30	.93	9 30	0					9 30
E. ½ S. W. ¼	27	"	"	1,350	70	2.17	21 70	1,350	607 50				629 20
W. ½ S. W. ¼	"	"	"	1,350	70	2.17	21 70	1,350	607 50				629 20
N. E. ¼	33	"	"	2,730	30	1.88	18 80	0					18 80
S. E. ¼	28	"	"	2,730	70	4.39	43 90	2,730	1,228 50				1,272 40
E. ½ N. W. ¼	32	7	3	1,365	30	.94	9 40	0					9 40
W. ½ N. W. ¼	"	"	"	1,365	"	.94	9 40	0					9 40
S. E. ¼ S. W. ¼	29	"	"	1,365	70	2.19	21 90	1,365	614 25				636 15
W. ½ S. W. ¼	"	"	"	1,365	"	2.19	21 90	1,375	614 25				636 15
E. ½ S. E. ¼	30	"	"	1,340	100	3.08	30 80	1,340	603 00				633 80
W. ½ S. E. ¼	"	"	"	1,340	"	3.08	30 80	1,340	603 00				633 80
E. ½ S. W. ¼	"	"	"	1,250	"	2.87	28 70	1,250	562 50				591 20
W. ½ S. W. ¼	"	"	"	1,200	"	2.77	27 70	1,200	540 00				567 70
				32,780		52.35	523 50	23,270	10,540 25			200 00	11,263 75

[Form 2.]

SCHEDULE A—Continued.

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
SCIOTA, (TOWN.)													
N. W. ¼	33	7	3	2,730	30	1.88	18 80	0				Station..... 200 00	
S. E. ¼ S. W. ¼	28	"	"	1,365	70	2.19	21 90	1,365	614 25	360	108 00	Sec. h 60 00	
S. W. ¼ S. W. ¼	"	"	"	1,365	70	2.19	21 90	1,365	614 25	1,176	351 00		
N. E. ¼	32	"	"	2,730	30	1.88	18 80	0					
S. ½ S. E. ¼	29	"	"	2,730	70	4,39	43 90	2,730	1,228 50				
				10,920		12.53	125 30	5,460	2.457 00	13530	459 00	260 00	3,301 30

230

[Form 3.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in McDonough County, Ill., May 1st, 1873.*

Description.				Right of way.				Track.				*Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
230 BLAINDINSVILLE TOWNSHIP.													
S. E. ¼	25	7	4	2,660	30	1.84	18 40	00					18 40
E. ½ S. W. ¼	"	"	"	1,333	30	.92	9 20	00					9 20
W. ½ S. W. ¼	"	"	"	1,332	"	.92	9 20	00					9 20

N. ½ N. E. ¼	36	"	"	2,660	70	4.27	42 70	2,660	1,197 00				1,239 70
N. W. ¼	"	"	"	2,665	"	4.28	42 80	2,665	1,199 25				1,242 65
S. E. ¼	26	"	"	2,630	30	1.81	18 10	00					18 10
S. W. ¼	"	"	"	530	{30 E. end 0 W	.53	5 30	00					5 30
N. E. ¼	35	"	"	2,630	70	4.23	41 30	2,630	1,183 50				1,225 80
N. W. ¼	"	"	"	2,710	100	6.23	62 30	2,710	1,219 50				1,281 80
N. E. ¼	34	"	"	2,640	"	6.06	60 60	2,640	1,188 00				1,248 60
N. W. ¼	"	"	"	2,690	"	6.17	61 70	2,690	1,210 50				1,272 20
E. ½ N. E. ¼	33	"	"	1,320	"	3.03	30 30	1,320	594 00				624 30
W. ¼ N. E. ¼	"	"	"	1,320	50	1.52	15 20	1,320	594 00	783	234 90	Sec. ho 60 00	904 10
N. ½ N. E. ¼	32	7	4	1,850	100	4.25	42 50	1,850	832 50				875 00
N. E. ¼ N. W. ¼	"	"	"	1,340	"	3.08	30 80	1,340	603 00				633 80
N. W. ¼ N. W. ¼	"	"	"	1,320	"	3.08	30 80	1,320	594 00				624 80
N. E. ¼	31	"	"	2,650	40	2.44	24 40	00					24 40
S. E. ¼	30	"	"	2,650	60	3.58	35 80	2,650 a50	1,192 50				1,228 30
E. ½ S. W. ¼	"	"	"	1,690	100	3.29	32 90	1,690	845 00				877 90
S. W. ¼ S. W. ¼	"	"	"	1,190	"	2.28	22 80	1,190	595 00				617 80
N. W. ¼ S. W. ¼	"	"	"	865	"	1.68	16 80	865	432 50				449 30
						65.49	654 90	29,540	13,489 25	783	234 90	60 00	14,430 05
BLAINDINSVILLE, (TOWN.)													
S. ½ N. W. ¼	33	7	4	2,750	100	6.32	63 20	2,750	1,237 50	1,092	327 60	{Station 400 00 Cattle-p 40 00	2,068 30
S. ½ N. E. ¼	32	"	"	1,620	"	3.72	37 20	1,620	729 00				766 20
				4,370		10.04	100 40	4,370	1,966 50	1,092	327 60		2,834 50

* NOTE.—Not including any stations or improvements on a laid-off town or city lot.

The above parcels of land embrace a strip or tract of land extending on each side of the railroad-track, and embracing the same, together with all the stations and other improvements thereon, commencing at the point where the line of said railroad crosses the eastern boundary-line of McDonough Co. and extending to the point where the said railroad-track crosses the western boundary-line of said county, said strip or tract of land containing in all 327.96 acres; and further, this schedule embraces all the property in said McDonough Co. denominated by the State revenue-law "railroad-track" which is hereby listed at the aggregate value of $70,843.85.

This Schedule "A" does not include any part of the right of way across any laid-off lots or blocks in any city or village, or where the railroad-track is laid in any street.

231 [Form 5.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in McDonough County, Ills., May 1st, 1873.*

Location.	Right of way. Description.	Sublot.	Lot.	Block.	Value.	Value of stations and other improvements on right of way.	Total value as listed by railway company.
Bushnell City.	1,655 ft., Waters st ..... { Dicklut's add. / Orig. town / Dicklott's add }	....	2	60	10 00	.....	10 00
	75 "						
	1,730 main track.....	....	....	....	.....	.....	.....
Track.	145 ft., Waters st., original town.....	....	....	....	.....	.....	.....
	145 " long, ft. wide " "	....	1	22	10 00	.....	.....
	25 " " " " " "	....	2	"	10 00	.....	.....
	85 " " " " " "	....	2	59	10 00	.....	.....
	Dickhut's add	....	3	"	10 00	.....	.....
	65 " long, ft. wide " "	....	4	"	8 00	.....	.....
	30 " " " " " "	....	5	"	7 00	.....	$55 00
	150 Tremont st. "	....	....	....	.....	.....	.....
	170 C. B. & Q. R'y right of way.....	....	....	....	.....	.....	.....
	905 Track.....	....	....	....	.....	.....	.....

Track.				
Main in Bushnell City.		Side, second, or turn-out.		
Length in feet.	Value.	Length in feet.	Value.	
1,730	778 50	905	271 50	

232 [Form 6.]

SCHEDULE B.—*Rolling-stock belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, May 1st, 1873.*

Description.	No.	Average value.	Total listed value.
Locomotives, all classes	45	2,500 00	112,500 00
Passenger-cars, all classes	13	1,000 00	13,000 00
Sleeping and dining cars	.....	.....	.....
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 00	26,460 00
Platform-cars	2	125 00	250 00
Wrecking-cars	1	210 00	210 00
Pay-cars	.....	.....	.....
Hand-cars	56	20 00	1,120 00
Boarding-cars	1	400 00	400 00
Rubble "	18	15 00	270 00
	.....	.....	389,990 00

Length of main track on which said rolling-stock is used in Illinois	246 miles	4,270 feet.
" " " " " " elsewhere	1 miles	1,272 feet.
Proportion of above listed value, to be taxed in Illinois		$388,039
" " " not taxable in Illinois		$1,951
Total		$389,990 00

SCHEDULE C.—*Personal property belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of McDonough, May 1st, 1873.*

Where located on 1st day of May, 187 .		Description of property.	Value of tools and materials for repairs.	Value of all other personal property.	Total listed value.
Township.	City or village.				
Bushnel.....	Bushnel City ..	Track-repair's' tools ...	40 00	.....	40 00
		Sundries	.....	10 00	10 00
					50 00
Sciota	Sciota town....	Track-repair's' tools ...	20 00	.....	20 00
		Sundries	.....	10 00	10 00
					30 00
Blaindansville..	.....	Track-repair's' tools ...	20 00	.....	20 00
		Sundries	.....	10 00	10 00
					30 00

233 [Form 9.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the County of McDonough, State of Illinois, on the first day of May,* 1873, *with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description of lands. Part of section.	Section.	Town.	Range.	Acres.	Listed value.
Mound Township, New Philadelphia depot grounds.	Depot grounds, 2,000 × 150 N. side right of way on S. E. ¼.	23	6	1	6. 89	68 90
	Bushnell (city) depot ground, 1,500 × 150 N. side right of way on N. W. ¼.	33	7	1	5. 17	51 70
Walnut Grove Township, Scottsburg depot grounds.	Depot ground, 1,370 × 100 N. side right of way on W. ½ N. W. ¼.	35	7	2	3. 15	31 50
	Also, 630 × 100 N. side right of way on E. si. N. E. ¼.	34	7	2	1. 45	14 50
Sciota Township.....	Good Hope (town) depot grounds, 2,750 × 150 N. side right of way on N. E. ¼.	36	7	3	9. 47	94 70
	Sciota (town) depot grounds, 285 × 50 N. side right of way on S. E. ¼ S. W. ¼.	28	7	3	0. 33	3 30
	Depot grounds, 1,365 × 50 N. side right of way on S. W. ¼ S. W. ¼.	28	7	3	1. 80	18 00
Blaindinsville Township	Depot grounds, 800 × 150 N. side right of way W. si. W. ¼ N. E. ¼.	33	7	4	2. 76	27 60
	Blaindinsville (town) depot grounds, 1,200 × 150 N. side right of way E. si. S. ½ N. W. ¼.	33	7	4	4. 13	41 30
	Total No. of acres and value of lands..	....	....	....	35. 15	331 50

234 [Form 9.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the County of McDonough, State of Illinois, on the first day of May,* 1873, *with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description—lots. Original town or addition to city or village, and subdivisions.	Lot No.	Block No	Listed value.
Bushnell City	Original town	4	21	15 00
	" "	5	"	15 00
	" "	6	"	15 00
	" "	7	"	15 00
	" "	8	"	15 00
	" "	9	"	15 00
	" " S. W. ¼	.....	14	10 00
	Total No. and value of lots	.....	.....	$100 00

235 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in McDonough County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Mound	Railroad-track—main	31,084	.....	14,693 80
	" " side, second, or turn-out	.....	1,476	442 80
	" " improvements on right of way	.....	.....	220 00
	Rolling-stock—proportion thereof	.....	.....	9,255 88
	Other personal property	.....	.....	.....
	Real estate—lands	.....	.....	68 90
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	24,681 38

236 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in McDonough County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Bushnell...	Railroad-track—main	10,120	.....	5,031 55
	" " side, second, or turn-out	.....	.....	.....
	" " improvements on right of way	.....	.....	.....
	Rolling-stock—proportion thereof	.....	.....	3,013 43
	Other personal property	.....	.....	.....
	Real estate—lands	.....	.....	.....
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	8,044 98
City of Bushnell.....	Railroad-track—main	7,170	.....	3,361 50
	" " side, second, or turn-out	.....	3,251	1,030 30
	" " improvements on right of way	.....	.....	980 00
	Rolling-stock—proportion thereof	.....	.....	2,135 01
	Other personal property	.....	.....	50 00
	Real estate—lands	.....	.....	51 70
	" lots	.....	.....	100 00
	Total in city of Bushnell	7,170	3,251	$7,708 51

237

[Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in McDonough County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Walnut Grove.	Railroad-track—main	30,000		14,636 40
	" " side, second, or turn-out		1,250	375 00
	" " improvements on right of way			420 00
	Rolling-stock—proportion thereof			8,933 10
	Other personal property			
	Real estate—lands			46 00
	" lots			
	Totals in township, other than in cities and villages			24,410 50
Town of Good Hope	Railroad-track—main	1,760		832 40
	" " side, second, or turn-out			
	" " improvements on right of way			
	Rolling-stock—proportion thereof			524 07
	Other personal property			
	Real estate—lands			
	" lots			
	Total in town of Good Hope			1,356 47

238

[Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in McDonough County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Sciota	Railroad-track—main	23,270		11,063 75
	" " side, second, or turn-out			
	" " improvements on right of way			260 00
	Rolling-stock—proportion thereof			6,929 10
	Other personal property			
	Real estate—lands			
	" lots			
	Totals in township, other than in cities and villages			18,192 85
Town of Good Hope	Railroad-track—main	3,630		1,716 80
	" " side, second, or turn-out		1,435	430 50
	" " improvements on right of way			215 00
	Rolling-stock—proportion thereof			1,080 90
	Other personal property			
	Real estate—lands			94 70
	" lots			
	Total in town of Good Hope			3,537 90

Town of Sciota	Railroad-track—main	5,460		2,582 30
	" " side, second, or turn-out		1,530	459 00
	" " improvements on right of way			260 00
	Rolling-stock—proportion thereof			1,625 82
	Other personal property			30 00
	Real estate—lands			21 30
	" lots			
	Total in			4,978 42

239 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in McDonough County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Blaindinsville.	Railroad-track—main	29,540		14,135 15
	" " side, second, or turn-out		783	234 90
	" " improvements on right of way			60 00
	Rolling-stock—proportion thereof			8,796 13
	Other personal property			20 00
	Real estate—lands			27 60
	" lots			
	Totals in townships, other than in cities and villages			23,273 78
Town of Blaindinsville	Railroad-track—main	4,370		2,066 90
	" " side, second, or turn-out		1,092	327 60
	" " improvements on right of way			440 00
	Rolling-stock—proportion thereof			1,301 25
	Other personal property			10 00
	Real estate—lands			41 30
	" lots			
	Total in			4,187 05

240 [Form 1.]

EXHIBIT A[5].—J. HOUGH, *U. S. commissioner, N. D. of Ill.*

OFFICE OF THE
TOLEDO, PEORIA & WARSAW RAILWAY COMPANY,
Peoria, Ill., 187 .

To the county clerk of Henderson County, Ill.:

In accordance with the provisions of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, the Toledo, Peoria Warsaw Railway Company makes return of its property for taxation by schedules, as follows:

Schedule marked "A" shows the property designated by law "railroad track," belonging to or controlled by the company, and the listed value thereof.

Schedule marked "B" shows a detailed inventory of all property denominated by law "rolling-stock," belonging to or controlled by this company, and the listed value thereof; also, the length (in feet) of main track on which said "rolling-stock" is used in Illinois, and the length (in feet) of main track on which said "rolling-stock" is used elsewhere.

Schedule marked "C" shows the "tools and material for repairs," and "all other personal property" (except "rolling-stock") belonging to or controlled by this company, and the location and listed value thereof.

Schedule marked "D" shows all real estate (other than railroad track) belonging to or controlled by this company, its location and listed value.

A "recapitulation" is added, showing the proportion of the several classes of property listed in said schedule, lying in each township, city, and village, in your county. Where a city or village, or both, are in a township, the proportion is first given for the township, embracing only the property which properly belongs to that portion of the township outside of the city or village limits. In all such cases, by adding the proportion placed to the city or village, or of both, as the case may be, to the proportion stated for the township, the total of the township will be obtained.

Respectfully,

Company.

[Form 2.]

SCHEDULE A.—"*Railroad track*" *belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Henderson County, Ill., May 1st,* 187 .

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
HONEY CREEK TOWNSHIP.													
S. W. ¼	36	8	6	3,245	100	7.45	$37 25	45 3,245	$1,460 25	.....	.....	.....	1,497 50
N. W. ¼	"	"	"	2,688	"	6.17	30 85	2,688	1,209 60	.....	.....	.....	1,240 45
N. E. ¼	35	"	"	90	"	21	1 05	90	40 50	.....	.....	.....	41 55
N. E. pt. S. E. ¼	26	"	"	1,000	"	2.30	11 50	1,000	450 00	.....	.....	.....	461 50
S. W. pt. S. E. ¼	"	"	"	2,455	"	5.64	28 20	2,455	1,104 75	.....	.....	.....	1,132 95
S. W. ¼	"	"	"	2,535	"	5.82	29 10	2,535	1,104 75	.....	.....	.....	1,169 85
S. W. ¼ N. W. ¼	"	"	"	1,360	"	3.12	15 60	1,360	612 00	.....	.....	.....	627 60
N. W. ¼ N. W. ¼	"	"	"	1,520	"	3.49	17 45	1,520	684 00	.....	.....	.....	701 45
N. E. ¼ N. W. ¼	"	"	"	50	"	.12	60	50	22 50	.....	.....	.....	23 10
S. E. ¼ S. W. ¼	23	"	"	1,600	"	3.68	18 40	1,600	720 00	.....	.....	.....	738 40
N. E. ¼ S. W. ¼	"	"	"	1,350	"	3.10	15 50	1,350	607 50	.....	.....	.....	623 05
S. E. ¼ N. W. ¼	"	"	"	1,440	"	3.31	16 55	1,440	648 00	.....	.....	.....	664 55
N. E. ¼ N. W. ¼	"	"	"	1,270	"	2.92	14 60	1,270	571 50	.....	.....	.....	586 10
N. ½ N. W. ¼ N. W. ¼	"	"	"	259	"	.58	2 90	250	112 50	.....	.....	.....	115 40
Iona, S. W. ¼	14	"	"	2,930	"	6.73	33 65	2,930	1,318 50	1,595	478 50	Cattle-pen..... 15 00	1,845 65
S. pt. N. W. ¼	"	"	"	930	"	2.14	10 70	930	418 50	109	32 70	½ tel. office 15 00	476 90
				24,713		56.78	$283 90	24,713	$11,120 85	1,704	$511 20	30 00	$11,945 95

56 78-100 acres of land.
Total valuation of railroad-track by Schedule "A," $11,945 95-100.

242 [Form 6.]

SCHEDULE B.—*Rolling-stock belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, May 1st, 1873.*

Description.	No.	Average value.	Total listed value.
Locomotives, all classes	45	2,500 00	112,500 00
Passenger-cars, all classes	13	1,000 00	13,000 00
Sleeping and dining cars			
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 60	26,460 00
Platform-cars	2	125 00	250 00
Wrecking-cars	1	210 00	210 00
Pay-cars			
Hand-cars	56	20 00	1,120 00
Boarding-cars	1	400 00	400 00
Rubble "	18	15 00	270 00
	.....	.....	389,990 00

Length of main track on which said rolling-stock is used in Illinois	246 miles	4,270 feet.
" " " " " " elsewhere	1 miles	1,272 feet.
Proportion of above listed value, to be taxed in Illinois		$388,039
" " " " not taxable in Illinois		1,951
Total		389,990

243 [Form 8.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of Henderson, State of Illinois, on the first day of May, 1873, with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue-law.*

Location.	Description of lands.					Listed value.
	Part of section.	Section.	Town.	Range.	Acres.	
Honey Creek Township.	Iowa depot grounds: 1453 × 75 east side, right of way, N ½ S. W. ¼	14	8	6	2.50	$12 50
	1453 × 25 west side, right of way, N. ½ S. W. ¼	14	8	6	.83	4 15
	880 × 75 east side, right of way, south ½ N. W. ¼	14	8	6	1.52	4 60
	Total No. of acres and value of lands	...	.....	.....	4.85	$24 25

244 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in Henderson County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-out.	
Township of Honey Creek.	Railroad track—main	24,713	.....	11,404 75
	Toledo, Peoria & Warsaw 24,713			
	Chicago, Burlington & Quincy 27,269			
	51,982			
	" " side, second, or turn-out	.....	1,704	511 20
	" " improvements on right of way	.....	.....	30 00
	Rolling-stock—proportion thereof	.....	.....	15,478 68
	Other personal property	.....	.....	.....
	Real estate—lands	.....	.....	24 25
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	$27,448 88
Township of Warren ...	Railroad track—main:			
	Chicago, Burlington & Quincy 15,307			
	Approach to bridge 228			
	River bridge to center of channel Ill. line 1,667			
	ft. 17,202			
	" " side, second, or turn-out	.....	.....	.....
	" " improvements on right of way	.....	.....	.....
	Rolling-stock—proportion thereof	.....	.....	5,122 24
	Other personal property	.....	.....	.....
	Real estate—lands	.....	.....	.....
	" lots	.....	.....	.....
	Total in	.....	.....	$5,122 24

245 [Form 1.]

EXHIBIT A[10]—J. HOUGH, *U. S. commissioner, N. D. of Ill.*

OFFICE OF THE
TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY,
Peoria, Ill., , 187 .

To the county clerk of Hancock County, Ill.:

In accordance with the provisions of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, the Toledo, Peoria and Warsaw Railway Company makes return of its property for taxation by schedules, as follows:

Schedule marked "A" shows the property designated by law "railroad track," belonging to or controlled by the company, and the listed value thereof.

Schedule marked "B" shows a detailed inventory of all property denominated by law "rolling-stock," belonging to or controlled by this company, and the listed value thereof; also the length (in feet) of main track on which said "rolling-stock" is used in Illinois, and the length (in feet) of main track on which said "rolling-stock" is used elsewhere.

Schedule marked "C" shows the "tools and material for repairs," and "all other personal property" (except "rolling-stock") belonging to or controlled by this company, and the location and listed value thereof.

Schedule marked "D" shows all real estate (other than railroad track) belonging to or controlled by this company, its location and listed value.

A "recapitulation" is added, showing the proportion of the several classes of property listed in said schedule, lying in each township, city, and village in your county. Where a city or village, or both, are in a township, the proportion is first given for the township, embracing only the property which properly belongs to that portion of the township outside of the city or village limits. In all such cases, by adding the proportion placed to the city or village, or of both, as the case may be, to the proportion stated for the township, the total of the township will be obtained.

Respectfully,

Company.

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Hancock County, Ill., May 1st, 1873.*

Description.				Right of way.				Track.				Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip, in feet.	Width of strip, in feet.	Acres.	Value.	Length, in feet.	Value.	Length, in feet.	Value.		
LA HARPE TOWNSHIP.								50					
S. E. ¼	25	7	5	2,500	100	5.74	57 40	2,500	1,250 00				1,307 40
S. W. N. E. ¼	"	"	"	170	100	.37	3 90	170	85 00				88 90
E. pt. N. W. ¼	"	"	"	1,870	100	4.30	43 00	1,870	935 00				978 00
W. pt. N. W. ¼	"	"	"	1,180	60	1.62	16 20	1,180	590 00				
								45					
N. E. ¼	26	"	"	2,880	100	6.61	66 10	2,880	1,296 00				606 20
N. W. ¼	"	"	"	60	50	.07	70	60	27 00				1,362 10
S. W. ¼	23	"	"	2,530	60	3.49	34 90	2,530	1,138 50				27 70
E. ½ S. E. ¼	22	"	"	1,320	60	1.82	18 20	1,320	594 00				1,173 40
W. ½ S. E. ¼	"	"	"	1,320	100	3.03	30 30	1,320	594 00				612 20
													624 30
S. W. ¼	28	7	5	3,070	100	7.05	70 50	3,070	1,381 50				
N. ½ N. W. ¼	33	"	"	1,690	"	3.83	38 80	1,690	760 50				1,452 00
S. ½ N. W. ¼	"	"	"	610	"	1.40	14 00	610	274 50				799 30
N. E. ¼	32	"	"	1,070	"	2.46	24 60	1,070	481 50				288 50
S. E. ¼	"	"	"	3,350	"	7.69	76 90	3,350	1,507 50				506 10
													1,584 40
E. ½ S. E. ¼	20	7	5	1,980	100	4.55	45 50	1,980	891 00				
S. E. ¼ N. E. ¼	"	"	"	300	"	.69	6 90	300	135 00				936 50
S. W. ¼ N. E. ¼	"	"	"	1,110	"	2.55	25 50	1,110	499 50				141 90
E. ½ N. W. ¼ N. E. ¼	"	"	"	521	"	1.20	12 00	521	234 45				525 00
W. ½ N. W. ¼ N. E. ¼	"	"	"	1,120	"	2.57	25 70	1,120	504 00				246 45
W. ½ S. W. ¼ S. E. ¼	17	"	"	50	"	.12	1 20	50	22 50				529 70
E. ½ S. E. ¼ S. W. ¼	"	"	"	780	"	1.79	17 90	780	351 00				23 70
E. ¼ W. ½ S. E. ¼ S. W. ¼	"	"	"	180	"	.42	4 20	180	81 00				368 90
W. ½ S. E. ¼ } S. W. ¼ }													85 20
E. ½ S. W. ¼ }	"	"	"	1,000	"	2.30	23 00	1,000	450 00				473 00
E. ½ N. W. ¼ S. W. ¼	"	"	"	470	"	1.08	10 80	470	211 50				922 30
E. ½ W. ½ N. W. ¼ S. W. ¼	"	"	"	430	"	.99	9 90	430	193 50				203 40
W. ½ W. ½ N. W. ¼ S. W. ¼	"	"	"	480	"	1.10	11 00	480	216 00				227 00
E. ½ E. ¼ N. E. ¼ S. E. ¼	18	"	"	510	"	1.17	11 70	510	229 50				241 20
W. ½ E. ¼ N. E. ¼ S. E. ¼	"	"	"	50	"	.12	1 20	50	22 50				23 70

E. ½ N. E. ¼	"	"	"	2,010	"	4.61	46 10	2,010	904 50				950 60
W. ½ N. E. ¼	"	"	"	1,180	"	2.71	27 10	1,180	531 00				558 10
W. ½ S. E. ¼	7	"	"	1,210	"	2.78	27 80	1,210	544 50				572 30
S. ½ S. W. ¼	"	"	"	280	"	64	6 40	280	126 00				132 40
N. ½ S. W. ¼	"	"	"	1,450	"	3.33	33 30	1,450	652 50				685 80
N. W. ¼	"	"	"	3,130	"	7.19	71 90	3,130	1,408 50	880	264 00	Cattle pen 10 00	1,754 40
S. W. ¼ S. W. ¼	6	"	"	620	"	1.43	14 30	620	279 00	585	175 50	Station 150 00	618 80
				42,481		92.89	928 90	42,481	19,402 45	1,465	439 50	160 00	20,930 85
247 LA HARPE TOWNSHIP, LA HARPE (TOWN.)													
E. ½ S. W. ¼	22	7	5	1,320	60	3.03	30 30	1,320	594 00				624 30
W. ¼ S. W. ¼	22	7	5	470	"	1.08	10 80	470	211 50				222 30
" " " "	"	7	5	850	100	1.95	19 50	850	382 50				462 00
E. ½ S. E. ¼	21	"	"	1,320	100	3.03	30 30	1,320	594 00	1,570 1,145	471 00 343 50	Sec. H ..... 60 00 Station ..... 600 00 Well, tank, horse-power ..... 200 00 Cattle-pen 25 00	2,263 80
W. ¼ S. E. ¼	"	"	"	350	"	.81	8 10	350	157 50				165 60
W. ½ N. E. ¼	28	"	"	3,080	"	7.07	70 70	3,080	1,386 00				1,456 70
N. W. ¼	28	"	"	155	"	.36	5 60	155	69 75				73 35
S. ½ S. E. ¼ S. W. ¼	21	"	"	1,367	"	3.14	31 40	1,367	615 15				646 55
E. pt. S. ½ S. W. ¼ S. W. ¼	"	"	"	300	"	.69	6 90	300	135 00				141 90
W. pt. S. W. ¼	21	"	"	1,120	"	2.57	25 70	1,120	504 00				529 70
				10,332		23.73	237 30	10,332	4 649 40	2,715	814 50	885 00	6,586 20
248 DURHAM TOWNSHIP.													
S. E. ¼	1	7	6	2,630	100	5.46	54 60	2,630	1,183 50	240	72 00	Sec. H 60 00	1,370 10
N. E. ¼	"	"	"	2,200	"	5.51	55 10	2,200	990 00				1,045 10
N. W. ¼	"	"	"	1,070	"	2.46	24 60	1,070	481 50				506 10
				5,900		13.43	134 30	5,900	2,655 00	240	72 00	60 00	9,921 30
FOUNTAIN GREEN TOWNSHIP.													
N. E. ¼	5	6	5	670	100	1.54	15 40	670	301 50				316 90
N. W. ¼	"	"	"	3,780	"	8.68	86 80	3,780	1,701 00				1,787 80
N. E. ¼	6	"	"	130	"	0.30	3 00	130	58 50				61 50
E. ½ S. E. ¼	"	"	"	1,780	"	4.08	40 80	1,780	801 00				841 80
W. ½ S. E. ¼	"	"	"	1,810	"	4.16	41 60	1,810	814 50				856 10
S. W. ¼	"	"	"	690	"	1.58	15 80	690	310 50				326 30
N. W. ¼	7	"	"	2,760	"	6.34	63 40	2,760	1,242 00	1,280	384 00	Sec. H ..... 60 00 Cattle pen 12 00	1,761 40
				11,620		26.63	266 80	11,620	5,229 00	1,280	384 00	72 00	5,951 80

[Form 2.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Hancock County, Ill., May 1st, 1873—Cont'd.*

Description.				Right of way.				Track.					
								Main.		Side, second or turnout.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.	Value of stations and other improvements on right of way.	Total value as listed by railway co.
PILOT GROVE TOWNSHIP.													
N. E. ¼	12	6	6	2,490	100	5.72	57 20	2,490	1,120 50	.....	.....	.....	
S. E. ¼	"	"	"	524	"	1.20	12 00	524	235 80	.....	.....	.....	1,177 70
S. W. ¼	"	"	"	2,876	"	6.60	66 00	2,876	1,294 20	.....	.....	.....	247 80
S. E. ¼	11	"	"	1,880	"	4.32	43 20	1,880	846 00	.....	.....	.....	1,360 20
N. E. ¼	14	"	"	2,920	"	6.71	67 10	50		.....	.....	.....	889 20
N. W. ¼ S. E. ¼	"	"	"					2,920	1,460 00	.....	.....	.....	
W. ¼ S. W. ¼ S. E. ¼	"	"	"	1,405	"	3.23	32 30	45		.....	.....	.....	1,527 10
E. ½ S. E. ¼ S. W. ¼	"	"	"	1,210	"	2.78	27 80	1,405	632 25	.....	.....	{ Well, horse-pour tank.. 200 00	864 55
W. ¼ S. E. ¼ S. W. ¼	"	"	"	665	"	1.53	15 30	1,210	544 50	.....	.....	.....	572 30
S. W. ¼ S. W. ¼	"	"	"	665	"	1.53	15 30	665	299 25	.....	.....	.....	314 55
E. ½ S. E. ¼	15	"	"	1,320	"	3.03	30 30	665	299 25	.....	.....	.....	314 55
W. ½ S. E. ¼	"	"	"	1,360	"	3.12	31 20	1,320	594 00	.....	.....	.....	624 30
S. ½ S. W. ¼	"	"	"	1,340	"	3.08	30 80	1,360	612 00	.....	.....	.....	643 20
N. W. ¼ N. W. ¼	22	"	"	1,855	"	4.26	42 60	1,340	603 00	.....	.....	.....	633 80
N. E. ¼	21	"	"	1,000	"	2.30	23 00	1,855	834 75	.....	.....	.....	877 35
N. W. ¼	21	"	"	2,650	"	6.08	60 80	1,000	450 00	.....	.....	.....	473 00
E. ½ N. E. ¼	20	"	"	2,640	"	6.06	60 60	2,650	1,192 50	.....	.....	.....	1,253 30
W. ½ N. E. ¼	"	"	"	1,280	"	2.94	29 40	2,640	1,188 00	1,382	414 60	{ Station..... 300 00 Cattle-pen.... 15 00	1,978 20
N. W. ¼	"	"	"	1,380	"	3.17	31 70	1,280	576 00	.....	.....	.....	605 40
S. W. ¼	"	"	"	2,950	"	6.77	67 70	1,380	621 00	.....	.....	.....	652 70
S. E. ¼	"	"	"	370	"	.85	8 50	2,950	1,327 50	.....	.....	.....	1,395 20
S. W. ¼	19	"	"	3,350	"	7.69	76 90	370	166 50	.....	.....	.....	175 00
N. W. ¼	"	"	"	640	"	1.47	14 70	3,350	1,507 50	.....	.....	.....	1,584 40
	30	"	"	2,840	"	6.52	65 20	640	288 00	.....	.....	.....	302 70
								2,840	1,278 00	.....	.....	.....	1,343 20
				39,610		90.96	909 60	39,610	17,970 50	1,382	414 60	515 00	19,809 70
ROCK CREEK TOWNSHIP.													
S. E. ¼ N. E. ¼	25	6	7	1,370	100	3.14	31 40	1,370	616 50	.....	.....	.....	647 90

E. ½ S. E. ¼	"	"	"	310	"	.71	7 10	310	139 50				146 60
W. ¼ S. E. ¼	"	"	"	1,690	"	3.88	38 80	1,690	760 50				799 30
S. W. ¼	"	"	"	2,440	"	5.60	56 00	2,440	1,098 00				1,154 00
N. W. ¼	36	"	"	927	"	2.13	21 30	927	417 15				438 45
N. E. ¼	35	"	"	3,410	"	7.83	78 30	3,410	1,534 50			½ stat'n 250 00	1,862 80
N. W. ¼	35	"	"	120	"	.28	2 80	120	54 00			½ Sec. H 60 00	
E. pt. S. W. ¼	"	"	"	1,730	"	3.97	39 70	1,730	778 50	975	292 50	Cattle-pen 10 00	116 80
W. pt. S. W. ¼	"	"	"	1,500	"	3.45	34 50	1,500	675 00				1,120 70
S. E. ¼ S. E. ¼	34	"	"	1,310	"	3.01	30 10	1,310	589 50				709 50
													619 60
				14,807		34.00	340 00	14,807	6,663 15	975	292 50	320 00	7,615 65
PRAIRIE TOWNSHIP.													
N. ¼ N. E. ¼	3	5	7	1,650	100	3.79	37 90	1,650	742 50				780 40
E. ½ N. W. ¼	"	"	"	1,890	"	4 34	43 40	1,890	897 75			Sec. ho 60 00	1,001 15
W. ½ N. W. ¼	"	"	"	1,020	"	2.34	23 40	1,020	479 00				482 40
N. W. ¼ S. W. ¼	"	"	"	630	"	2.45	24 50	630	283 50				308 00
S. E. ¼ (McCall)	4	"	"	3,230	"	7.39	73 90	3,230	1,453 50	680	204 00		1,731 40
S. W. ¼	"	"	"	572	"	1.31	13 10	522	234 90				248 00
N. W. ¼	9	"	"	3,207	"	7.36	73 60	3,207	1,443 15				1,516 75
N. W. ¼ S. W. ¼	"	"	"	1,190	"	2.71	27 10	1,190	535 50				562 60
S. E. ¼	8	"	"	1,973	"	4.53	45 30	1,973	887 85				933 15
N. E. ¼	17	"	"	3,120	"	7.14	71 40	3,120	1,404 00				1,475 40
S. E. ¼	"	"	"	346	"	.79	7 90	346	155 70				163 60
E. ½ S. W. ¼	"	"	"	2,700	"	6.20	62 00	2,760	1,215 00				1,277 00
W. ½ S. W. ¼	"	"	"	60	"	.14	1 40	60	27 00				28 40
N. W. ¼ N. W. ¼	20	"	"	1,500	"	3.45	34 50	1,500	675 00				709 50
E. ½ N. W. ¼	"	"	"	0	"	.....	.....	0	.....				.....
S. W. ¼ N. W. ¼	"	"	"	1,143	"	2.63	26 30	1,143	514 35				540 65
N. E. ¼	19	"	"	400	"	.92	9 20	400	180 00				189 20
N. si. S. E. ¼	"	"	"	2,679	"	6.13	61 30	2,670	1,201 50				1,262 80
				27,251		63.62	636 20	27,251	12,310 20	680	204 00	60 00	13,210 40
ELVASTON (TOWN.)													
S. si. S. E	19	5	7	490	100	1.13	11 30	490	220 50				231 80
W. ½ N. E. ¼	30	"	"	1,250	"	2.64	26 40	1,250	562 50			Cattle-pen 10 00	588 90
N. W. ¼	"	"	"	2,050	"	4.71	47 10	2,050	922 50	880	264 00	½ office 15 00	1,258 60
				3,790		8.48	84 80	3,790	1,705 50	880	264 00	25 00	2,079 30
MONTIBELLE TOWNSHIP, ELVASTON (TOWN.)													
E. ½ N. E. ¼	25	5	8	1,540	100	3.54	35 40	1,540	693 00				728 40
				1,540		3.54	35 40	1,540	693 00				728 40

[Form 2.]

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Hancock County, Ill., May 1st, 1873.*—Cont'd.

Description.				Right of way.				Track.						Total value as listed by railway co.
								Main.		Side, second, or turn-out.		Value of stations and other improvements on right of way.		
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.			
MONTEBELLE TOWNSHIP.														
W. ½ N. E. ¼	25	5	8	300	100	.69	6 90	300	135 00					141 90
S. E. ¼	"	"	"	1,260	"	2.90	29 00	1,260	567 00					596 00
S. W. ¼	"	"	"	3,305	"	7.59	75 90	3,305	1,487 25					1,563 15
S. E. ¼	26	"	"	150	"	.35	3 50	150	67 50					71 00
N. E. ¼	35	"	"	3,355	"	7.66	76 60	3,355	1,509 75					1,586 35
N. W. ¼	"	"	"	900	"	2.07	20 70	900	405 00					425 70
S. W. ¼	"	"	"	2,483	"	5.70	57 00	2,483	1,117 35					1,174 35
E. ½ S. E. ¼	34	"	"	1,442	"	3.31	33 10	1,442	648 90					682 00
W. ½ S. E. ¼	"	"	"	1,423	"	3.27	32 70	1,423	640 35					673 05
E. pt. S. W. ¼	"	"	"	1,040	"	2.39	23 90	1,040	468 00					491 90
W. pt. S. W. ¼	"	"	"	1 694	"	3.89	38 90	1,694	762 30					801 20
S. E. ¼	33	"	"	2,820	"	6.48	64 80	2,820	1,269 00					1,333 80
				20,172		46.30	463 00	20,172	9,077 40					9,540 40
HAMILTON (CITY)														
S. W. ¼	33	5	8	3,035	100	6.97	69 70	3,035	1,365 75					1,435 45
N. W. ¼	"	"	"	475	"	1.09	10 90	475	213 75					224 65
N. E. ¼	32	"	"	2,850	"	6.55	65 50	2,850	1,282 50					1,348 60
N. W. ¼	"	"	"	2,740	"	6.29	62 90	2,740	1,233 00			Store-room ... 10 00		1,295 90
N. E. ¼	31	"	"	3,160	"	7.26	72 60	3,160	1,422 00	E. 473 W. 962	141 90 288 60	¼ station ..... 240 00 Sec. ho 60 00	2,235 10	
N. W. ¼	31	"	"	1,560	"	3.58	35 80	1,560	702 00					737 80
S. W. ¼	"	"	"	3,340	"	7.67	76 70	3,340	1,503 00					1,579 70
S. E. ¼	36	"	9	1,030	"	2.36	23 60	1,030	463 50					487 10
				18,190		41.77	417 70	18,190	8,185 50	1,435	3 430 50	310 00		9,343 70

2

[Form 3.]

SCHEDULE A.—*"Railroad-track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Hancock County, Ill., May 1st, 187 .*

Description.				Right of way.				Track.				*Value of stations and other improvements on right of way.	Total value as listed by railway co.
								Main.		Side, second, or turn-out.			
Part of section.	Section.	Town.	Range.	Length of strip in feet.	Width of strip in feet.	Acres.	Value.	Length in feet.	Value.	Length in feet.	Value.		
WILCOX TOWNSHIP.													
N. E. ¼	1	4	9	1,700	100	3.90	39 00	1,700	765 00				804 00
N. W. ¼	"	"	"	2,730	"	6.27	62 70	2,730	1,288 50				1,291 20
N. E. ¼	2	"	"	2,700	"	6.20	62 00	2,700	1,215 00				1,277 00
				7,130		16.37	163 70	7,139	3,208 50				3,372 20
WARSAW CITY.													
N. W. ¼	2	4	9	2,700	100	6.20	62 00	2,700	1,215 00	520	156 00		1,433 00
N. E. ¼	3	"	"	2,800	"	6.43	64 30	2,800	1,260 00				1,324 30
N. W. ¼	"	"	"	110	"	.25	2 50	110	49 50				52 00
				5,610		12.88	128 80	5,610	2,524 50	520	156 00		2,809 30

* NOTE.—Not including any stations or improvements on a laid-off town or city lot.

The above parcels of land embrace a strip or tract of land extending on each side of the railroad track, and embracing the same, together with all the stations and other improvements thereon, commencing at the point where the line of said railroad crosses the eastern boundary-line of Hancock, and extending to the point where the said railroad track crosses the western & northern boundary-line of said Hancock Co., said strip or tract of land containing in all 474 68-100 acres; and further, this schedule embraces all the property in said county denominated by the State revenue law "railroad track," which is hereby listed at the aggregate value of $104,899 20-100.

This schedule "A" does not include any part of the right of way across any laid-off lots or blocks in any city or village, or where the railroad track is laid in any street.

SCHEDULE A.—*"Railroad-track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Hancock County, Ills., May 1st, 1873.*

Location.	Right of way. Description.	Sublot.	Lot.	Block.	Value.	Value of stations and other improvements on right of way.	Total value assisted by railway company.
La Harpe	33 ft. west side street						
Main track, La Harpe branch.	248 ft. long, 46 wide west end, 0 wide east end, & off south side		2	Nudd's addition	5 00		
	380 ft. long, 46 wide east end, 100 ft. wide west end, and in south part		3	do	15 00		
	645 ft. long, 100 ft wide in south part		1	Smith addition	30 00		50 00
	33 ft. street.						
Total	1,339						
Y-track.	859 ft. long, including distance on right of way for main line and La Harpe branch, and fifty ft. wide across northeast corner	15	Dixon's addition.		3 00		$16 00
	Southwest corner	12			6 00		
	Northeast corner	13			5 00		
	Strip 74 ft. wide south side	1	Smith's addition		2 00		
Engine-house tracks.	Strip 70 ft. wide, 200 ft. long off south side west part, which, with right of way on main line and right of way on La Harpe branch, is crossed by—		3	Nudd's addition	$5 00	Engine-ho.... 400 00 Store-room ... 30 00 Carpen. shop . 30 00 Coal-shed 20 00	485 00
	235 ft. north engine-house track						
	458 ft. south engine-house track				$71 00	$480 00	$551 00
Total	693						
Warsaw	320 ft. long, 100 ft. wide			171	7 40		
Main track.	320 " " " " "			172	7 40		
	155 " " " " "			174	3 45		
	445 " " " " "			173	10 30		
	" N. W. corner, 02.100 acres			181	20		
	60 " W. of block 173, 14.100 acres			Fraction.	1 40		
	390 " long 100 ft. wide			182	9 00		
	190 " W. of block 182			Fraction.	2 00		
	390 " long, 100 ft. wide			183	9 00		
	60 " W. of block 183, 11.100 acres			Fraction.	1 10		51 25
Total	2,330						

SCHEDULE A.—*"Railroad track" belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in Hancock County, Ills., May 1st, 187 .*

Location.	Right of way. Description.	Sub-lot.	Lot.	Block.	Value.	Value of stations and other improvements on right of way.	Total value as listed by railway company.
Warsaw	N. W. corner 1.100 acres			195	10		
Main track.	400 ft. long, 100 ft. wide			194	9 20		
	100 " " " " "		3	30	2 30		
	75 " " " " "		2	"	1 70		
	80 " " " " "		1	"	1 90		
	3,535 levee						$15 20
	4,190					Cattle pen.... 50 00	50 60
Side track.	On the above blocks 194 & 30 & N. E. end of levee are 173 ft					Engine-h..... 600 00	$830 00
	turn-table track 170 ft.					Turn-table 200 00	
	E. engine house, 570 ft.					Hand-car h.... 5 00	
	C. " " 180 "					Store-room.... 5 00	
	W. " "					Coal-shed 20 00	
	180 coal-track, also at N. end of levee.						
	828 passenger-car siding & S. end of levee.						
	1,108 Freight-track.						
	146 Turn-out from side-track.						
	3,355						
Hamilton, (one-half belongs to T. W. & W)..	2,975 ft. in Rr. avenue to River bridge track, 1,487 ft.						

Track.			
Main in.		Side, second, or turn-out.	
Length in feet.	Value.	Length in feet.	Value.
9,346.	4,205 70.	4,907.	1,472 10.

255 [Form 6.]

SCHEDULE B.—*Rolling-stock belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, May 1st, 1873.*

Description.	No.	Average value.	Total listed value.
Locomotives, all classes	45	2,500 00	112,500 00
Passenger-cars, all classes	13	1,000 00	13,000 00
Sleeping and dining cars			
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 00	26,460 00
Platform-cars	2	125 00	250 00
Wrecking-cars	1	210 00	210 00
Pay-cars			
Hand-cars	56	20 00	1,120 00
Boarding-cars	1	400 00	400 00
Rubble "	18	15 00	270 00
			389,990 00

Length of main track on which said rolling-stock is used in Illinois ..... 246 miles 4,270 feet
" " " " " elsewhere ..... 1 miles 1,272 feet

Proportion of above listed value to be taxed in Illinois $388,039
" " " not taxable in Illinois $1,951

Total $389,990

256 [Form 7.]

CHEDULE C.—*Personal property belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of , May 1st, 187 .*

Where located on 1st day of May, 187 .		Description of proper y.	Value of tools and materials for repairs.	Value of all other personal property.	Total listed value.
Township.	City or village.				
La Harpe	La Harpe, (town)	Track-repairers' tools	40 00		125 00
		Carpenters' "	75 00		
		Sundries		10 00	
Durham		Track-repairer's tools	20 00		30 00
		Sundries		10 00	
Fountain Green		Track-repairers' tools	20 00		20 00
Rock Creek		Track-repairers' tools	20 00		30 00
		Sundries		10 00	
Prairie		Track-repairers' tools	20 00		30 00
		Sundries		10 00	
Montebelle	Hamilton, (city)	Track-repairers' tools	20 00		30 00
		Sundries		10 00	
Wilcox	Warsaw, (city)	Engine-house tools	700 00		730 00
		Track-repairers' tools	20 00		
		Sundries		10 00	
					$995 00

257 [Form 8.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of Hancock, State of Illinois, on the first day of May,* 1873, *with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description of lands. Part of section.	Section.	Town.	Range.	Acres.	Listed value.
La Harpe, (city)	La Harpe depot grounds—					
	850 × 150, N. si., right of way on W. si. W. ½ S. W. ¼	22	7	5	2.93	29 30
	Depot grounds, 1,320 × 150, N. side, right of way, E. ½ S. E. ¼	21	7	5	4.55	45 50
La Harpe Township	Ingraham depot grounds—					
	650 × 25, on E. si., right of way				.37	3 70
	700 × 75 on W. " " " "				1.21	12 10
	Both on northwest ¼	7	7	5		
	700 × 25 on E. si., right of way				.40	4 00
	500 × 75 " W. " " " "				.86	8 60
	Both on S. W. ¼ of S. W. ¼	6	7	5		
Fountain Green Township.	La Cross depot grounds—					
	2,000 × 150, on N. si., right of way, on N. W. ¼	7	6	5	6.98	69 80
Pilot Grove Township	Burnside depot grounds—					
	1,400 × 150, on S. si. right of way, W. si. N. W. ¼	21	6	6	4.82	48 20
	600 × 150, on S. si., right of way, E. side E. ½ N. E. ¼	20	6	6	2.07	20 70
Prairie Township	McCall depot grounds—					
	2,000 × 150, on N. si., right of way, E. si. S. E. ¼	4	5	7	6.98	69 80
Durham Township, (should be transferred to Ingraham dep't grounds above.)	Ingraham depot grounds—					
	500 × 25, on E. si., right of way	1	7	7	.29	2 90
	750 × 75, " W. " " " "	1	"	"	.60	6 00
	Total No. of acres and value of lands				32.06	320 60

258 [Form 9.]

SCHEDULE D.—*Real estate owned and controlled by the Toledo, Peoria & Warsaw Railway Company, in the county of Hancock, State of Illinois, on the first day of May,* 1873, *with its location and listed value, including all improvements except the property of said company denominated "railroad track" by the State revenue law.*

Location.	Description—lots. Original town or addition to city or village and subdivisions.	Lot No.	Block No.	Listed value.
La Harpe, (town)	A strip 70 ft. wide E. end, 76 ft. wide and 642 ft. long, except right of way, 50 ft. wide, for T Y-track.	1	Smith's addition.	20 00
	.14 acres off N. E. corner, except right of way, 50 ft. wide, for T Y-track.	13		2 00
	Except .12 acres off S. W. corner, & right of way, 50 ft. wide, for T Y-track.	12	Dixon's addition.	2 00
	Except right of way for T Y-track, 50 ft. wide, .17 acres off N. E. corner.	15		2 00
				26 00
Ferris	Original town	11 & 12	20	25 00
		9	29	2 00
				27 00
Warsaw, (city)	Addition, except 100 ft. wide for right of way	1, 2 & 3	30	25 00
	Total No. and value of lots 10			$78 00

259 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Hancock County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of La Harpe..	Railroad track—main	42,481	.....	20,331 35
	" " side, second, or turn-out	.....	1,465	439 50
	" " improvements on right of way	.....	.....	160 00
	Rolling-stock—proportion thereof	.....	.....	12,649 57
	Other personal property	.....	.....	.....
	Real estate—lands	.....	.....	28 40
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	33,608 82
Town of La Harpe.....	Railroad track—main	11,671	.....	5,560 25
	" " side, second, or turn-out	.....	4,267	1,280 10
	" " improvements on right of way	.....	.....	1,365 00
	Rolling-stock—proportion thereof	.....	.....	3,475 27
	Other personal property	.....	.....	125 00
	Real estate—lands	.....	.....	74 80
	" lots	.....	.....	26 00
	Total in	.....	.....	11,906 42

260 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Hancock County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Durham...	Railroad track—main	5,900	.....	2,789 50
	" " side, second, or turn-out	.....	240	72 00
	" " improvements on right of way	.....	.....	60 00
	Rolling-stock—proportion thereof	.....	.....	1,756 84
	Other personal property	.....	.....	30 00
	Real estate—lands	.....	.....	8 90
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	4,717 40

261 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village in Hancock County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Fountain Green.	Railroad track—main	11,620	.....	5,495 80
	" " side, second, or turn-out	.....	1,280	384 00
	" " improvements on right of way	.....	.....	72 00
	Rolling-stock—proportion thereof	.....	.....	3,460 09
	Other personal property	.....	.....	20 00
	Real estate—lands	.....	.....	69 80
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	9,501 69

262 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in Hancock County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Pilot Grove	Railroad track—main	39,610	.....	18,880 10
	" " side, second, or turn-out	.....	1,382	414 60
	" " improvements on right of way	.....	.....	515 00
	Rolling-stock—proportion thereof	.....	.....	11,794 67
	Other personal property	.....	.....	.....
	Real estate, lands	.....	.....	68 90
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	31,673 27

263 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company, in township, city, and village, in Hancock County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Rock Creek	Railroad track—main	14,807		7,003 15
	" " side, second, or turn-out		975	292 50
	" " improvements on right of way			320 00
	Rolling-stock—proportion thereof			4,409 08
	Other personal property			30 00
	Real estate, lands			
	" lots			27 00
	Totals in township, other than in cities and villages			$12,081 73

264 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company in township, city, and village, in Hancock County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Prairie	Railroad track—main	27,251		12,946 40
	" " side, second, or turn-out		880	204 00
	" " improvements on right of way			60 00
	Rolling-stock—proportion thereof			8,114 53
	Other personal property			30 00
	Real estate—lands			69 80
	" lots			
	Totals in township, other than in cities and villages			21,424 73
Town of Elvaston	Railroad track—main	3,790		1,790 30
	" side, second, or turn-out		880	264 00
	" " improvements on right of way			25 00
	Rolling-stock—proportion thereof			1,128 55
	Other personal property			
	Real estate—lands			
	" lots			
	Total in			3,207 85

RECAPITULATION—Continued.

	Items of property listed.	Track. Length of main in feet.	Track. Length of side, second, or turn-outs in feet.	Listed value.
Township of Montibelle	Railroad track—main	20,172		9,540 40
	" " side, second, or turn-out			
	" " improvements on right of way			
	Rolling-stock—proportion thereof			6,006 62
	Other personal property			
	Real estate—lands			
	" lots			
	Total in township, other than in cities and villages			15,547 02
Town of Elvaston	Railroad track—main	1,540		728 40
	" " side, second, or turn-out			
	" " improvements on right of way			
	Rolling-stock—proportion thereof			458 56
	Other personal property			
	Real estate—lands			
	" lots			
	Total in			1,186 96
City of Hamilton	Railroad track—main	19,678		9,272 35
	" " side, second, or turn-out		1,435	430 50
	" " improvements on right of way			310 00
	Rolling-stock—proportion thereof			6,984 16
	Other personal property			30 00
	Real estate—lands			
	" lots			
	Total in			17,027 01
	Totals in township, including cities and villages			

STATE OF ILLINOIS,

County of

, president, and , secretary of the Railway Company, being duly sworn, depose and say, and each for himself says, that they are the above-entitled officers of the said railway company, and that the foregoing schedules, marked A, B, C, and D, contain, and are a full, true, and correct exhibit of all the property owned or controlled by said railway company, which is located in the county of State of Illinois; and further that said schedules contain a correct and true statement of all other property in any way appertaining to the operating, constructing, or repairing of said railroad, in said county, in whole or in the proportion that said county is entitled to taxation on the same, under the State revenue law; and further, that said schedules are made with reference to the amount, kind, and value of the property so scheduled as it existed on

the 1st day of May, 187 , according to the best of their information, knowledge, and belief, respectively.

, *Pres't.*

, *Sec'y.*

Subscribed and *and* sworn to before me this day of 187 .

265 [Form 10.]

RECAPITULATION.

Listed valuation of the property of the Toledo, Peoria & Warsaw Railway Company in township, city, and village, in Hancock County, State of Illinois.

	Items of property listed.	Track.		Listed value.
		Length of main in feet.	Length of side, second, or turn-outs in feet.	
Township of Wilcox	Railroad track—main	7,130	.....	3,372 20
	" " side, second, or turn-out	.....	.....	.....
	" " improvements on right of way	.....	.....	.....
	Rolling-stock—proportion thereof	.....	.....	2,123 10
	Other personal property	.....	.....	.....
	Real estate—lands	.....	.....	.....
	" lots	.....	.....	.....
	Totals in township, other than in cities and villages	.....	.....	5,495 30
Warsaw City	Railroad track—main	12,130	.....	5,653 75
	" " side, second, or turn-out	.....	3,875	1,162 50
	" " improvements on right of way	.....	.....	880 00
	Rolling-stock—proportion thereof	.....	.....	3,611 95
	Other personal property	.....	.....	730 00
	Real estate—lands	.....	.....	.....
	" lots	.....	.....	25 00
	Total in	.....	.....	12,063 20

266 EXHIBIT "B."—J. HOUGH, *Commiss'er U. S., Nor. Dis. Ill.*

[Auditor's Form No. 12.]

Annual return of the Toledo, Peoria & Warsaw Railway Company to the auditor of public accounts, as required by the 48th section of State revenue-law.

SCHEDULE No. 2.—*Schedule No. 1, showing the property denominated "railroad track," belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company on the 1st day of May, 1873, as required of railroad companies, according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872.*

Counties.	Right of way and improvements thereon.			Track.						Total values returned listed to county.
	Acres.		Value of buildings on right of way. (see Schedule No. 5.)	Main.			Side, second, or turn-out.			
	No.	Value excluding improvements.		Miles.	Feet.	Value.	Miles.	Feet.	Value.	
Iroquois	387. 54	1, 907 70		31	2, 505	75, 724 15	3	2, 076	5, 374 80	
						‡2, 455 00				85, 461 65
Ford	73. 00	4, 104 40		6	100	15, 825 25		1, 652	550 66	
						‡530 00				17, 316 31
Livingstone	221. 17	1, 308 00		18	598	4, 704 90	3	938	5, 033 40	
						‡1, 070 00				54, 416 30
McLean	209. 47	1, 308 70		21	392	53, 386 80	1	2, 901	2, 454 30	
		*68 50				‡1, 184 85		1, 820	546 00	60, 469 15
						‡1, 520 00				
Woodford	220. 57	1, 103 65		18	1, 626	46, 474 75	2	625	3, 355 50	
		†39 00				‡1, 450 00				52, 422 90
Tazewell	188. 95	999 15		15	4, 048	39, 669 10		3, 598	1, 084 80	
		†555 00				‡831 60		2, 718	815 40	
						‡300 00				44, 284 95
Peoria	145. 82	1, 458 20		12	1, 403	28, 973 70		4, 385	1, 315 50	
P. P. & J., 7 miles, 2,010 feet		1, 025 00				‡633 50	4	5, 022	7, 842 60	
						‡488 00				41, 736 50
Fulton	405. 91	4, 059 10		33	3, 243	81, 055 35	2	4, 053	4, 383 90	
		†90 00				‡371 25		160	48 00	
						‡2, 085 00				92, 092 60
McDonough	327. 96	3, 279 60		27	3, 844	66, 052 45	1	4, 632	2, 973 60	
		†65 00				‡778 50		905	271 50	
						‡2, 795 00				76, 215 65
Hancock	474. 65	4, 746 50		40	5, 092	94, 274 10	2	1, 012	3, 471 60	
From Hamilton to Miss. R. bridge, 2,975 feet					1, 487					
½ T. W. & W., 1,488		†1, 497 45				‡4, 205 70		4, 907	1, 472 10	
Approach to bridge to centre channel, 1,555						‡2, 407 00				112, 074 45
Henderson	56. 78	283. 90		4	3, 593	11, 120 85		1, 704	511 20	
C. B. & Q. to Carthage pt, 8,336						30 00				11, 945 95
Approach to bridge to centre of channel, 1,669										
Totals in State	2, 705. 82	24, 04 85		230	1, 531	582, 726 70	26	368	41, 504 86	648, 436 41

* Value of town & city lots & improvements on the same.
† Main track on lots & in street.
‡ Improvements on right of way.

267 SCHEDULE No. 2.

Showing the property denominated "rolling-stock," belonging to or controlled or operated by the Toledo, Peoria & Warsaw Railway Company on the 1st day of May, 187 , as required of railroad companies according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872.

Description.—For length of main track on which said rolling-stock is used in each county, see Schedule No. 1.	No.	Average value.	Total listed value.
Locomotives—all classes	45	2,500 00	112,500 00
Passenger-cars—all classes	13	1,000 00	13,000 00
Sleeping, dining, and drawing-room cars			
Express-cars	7	400 00	2,800 00
Baggage-cars	2	400 00	800 00
House-cars	1,393	160 00	222,880 00
Cattle-cars	62	150 00	9,300 00
Coal-cars	196	135 00	26,460 00
Platform-cars	2	125 00	250 00
Wrecking-cars	1	210 00	210 00
Pay-cars	1	400 00	400 00
Hand-cars	56	20 00	1,120 00
All other kind of cars	18	15 00	270 00
Total listed value of rolling-stock			389,990 00

Length of main track on which said rolling-stock is used in Illinois ..... 246 miles, 4,270 feet.
" " " " " " " " " ..... 1 miles, 1,270 feet.

Total length of road ..... 248 miles, 262 feet.

268 SCHEDULE No. 3.

Showing the number of ties in track per mile; the weight of iron or steel per yard used in main and side track; what joints or chairs are used in track; the kind of ballasting of road; quality of buildings or structures on railroad track; the length of time iron (or steel) in track has been used, and length of time the road has been built; all belonging to or controlled by the Toledo, Peoria & Warsaw Railroad Company on the 1st day of May, 187 , and hereby scheduled and returned, as required of railroad companies by section 48 of "An act for the assessment of property, and for the levy and collection of taxes," approved March 30th, 1872.

State number of ties in track, per mile 2,500

State weight of iron and steel per yard in "main track," and side, second, or turn-out.
- Iron, weight per yard, 56 on 152¾ miles.
- Iron, " " " 60 on 77½
- Iron, " " " 56 on 26.

} 230¼ miles.

868 feet, side, second, or turn-out.

State kind of "joints" or "chairs" used in track.
- 152¾ miles wrought-iron chairs.
- 77½ splice-plate and bolts.

230¼

State kind of ballasting used in road.
- Miles, 230 feet, 1,531 dirt.
- Miles, feet, gravel.
- Miles, feet, dirt.
- Miles, feet, other material.

State number of buildings or other structures on railroad track 119

State quality of buildings or other structures on railroad track.
- 4½ small offices use of agent.
- 6½ passenger-depots, (one brick.)
- 19½ passenger & freight depots.
- 4½ freight-depots.
- 30 section-men's houses.
- 32 cattle-pens.
- 3½ engine-houses.
- 5 shops, (2 at round-house, 3 carpenter & blacksmith.)
- 11 store-rooms; 5 coal-sheds; 17½ water-tanks.

State length of time iron or steel in track has been used.
- 44¾ miles, 13½ years.
- 11¼ " 13 "
- 86¼ " 4½ "
- 66¼ " 4 "
- 11½ " 2 "
- 10¼ " 1½ "

230¼ "

State length of time road has been built.
- 86 miles, 15½ years.
- 25 " 13½ "
- 11¾ " 13 "
- 97¼ " 4½ "
- 10¾ " 1½ "

230¼ "

State proportion of iron and steel used in "main" and "side, second, or turn-outs."
- Iron, miles 230, feet 1,531, main.
- Steel, miles feet , main.
- Iron, miles 26, feet 868, side, second, or turn-out.
- Steel, miles , feet , side, second, or turn-out.

269 SCHEDULE No. 4.

Showing the amount of capital stock authorized, and the number of shares into which such capital stock is divided; the amount of capital stock paid up; the market value, or actual value, of the shares of said stock; the total indebtedness, except for current expenses for operating the road, and the total listed valuation of all tangible property in this State belonging to or controlled by the Toledo, Peoria & Warsaw Railway Company, on the 1st day of May, 187 , as required of railroad companies, according to section 48 of "An act for the assessment of property, and for the levy and collection of taxes," approved March 30th, 1872.

1st. The amount of capital stock authorized, and the number of shares into which such capital is divided, with amount of each share.	Amount of capital stock	$5,700,000 00
	No. of shares	57,000
	Amount of each share	$100 00
Proportion of capital stock belonging in Illinois and elsewhere.	Amount of capital stock in Illinois	$
	" " " elsewhere	$
	Total	$
2d. The amount of capital stock paid up	Capital stock paid up	$5,700,000 00
	Proportion paid up in Illinois	$
	Proportion paid up elsewhere	$
	Total	$5,700,000 00
3d. The market-value, or if no market-value, then the actual value of the shares of stock.	Market-value or Actual value	$
4th. Total amount of all indebtedness except for current expenses for operating the road.	Total indebtedness, including current expenses for operating the road	$7,365,071 17
	Deduct indebtedness for current expenses created in operating the road	$180,351 80
	Total	$7,184,719 37
5th. The total listed valuation of all tangible property in this State.	1. Railroad track	$648,436 41
	2. Rolling-stock, (proportion in Illinois)	$388,039 00
	3. Real estate, 254.99 lands	$1,806 30
	4. Real estate, 53 lots	$24,748 00
	5. Personal property	$25,720 00
	Total	$1,088,749 71

(Endorsed.) Filed Sept. 2, 1875, W. H. Bradly, clk.

270 EXHIBIT C.—J. HOUGH, *U. S. Commissioner, N. D. Ill.*

SCHEDULE No 3.—TOLEDO, PEORIA AND WARSAW RAILWAY CO.

Statement of gross earnings, expenses, & interest for 1870, 1871, 1872, & 1873.

1870.

Earnings	$987,283 00	
Operating expenses	771,471 00	
	215,812 00	
		*$250,182 00

1871.

Earnings	$1,398,244 33	
Operating expenses	790,405 50	
	407,838 83	
		*$58,155 17

1872.

Earnings	$1,316,141 04	
Operating expenses	1,014,405 11	
	301,735 93	
		*$164,259 07

*Written in red ink.

1873.

Earnings	$1,230,425 88	
Operating expenses	1,024,463 95	
	205,961 93	
		*$260,032 00
Interest paid annually	$465,994 00	
Interest now due & unpaid	$179,185 00	
Total defi'it fr. 4 yrs	$732,628 31	

(Endorsed:) Filed Sept. 2, 1875. W. H. Bradley, cl'k.

*Written in red ink.

271 EXHIBIT E.—J. HOUGH, *U. S. Commissioner, N. D. of Ill.*

SCHEDULE No. 5.

Number, description, and value of station-houses, depots, machine-shops, and other buildings belonging to the Toledo, Peoria & Warsaw Railway Company, and situated upon the "right of way" of said road in Iroquois County, Illinois.

Name of station.	Description of buildings on "right of way."	Value.
	SHELDON TOWNSHIP.	
State line.		
S. E. ¼ 6, 26, 10 W ..	½ tank	100 00
	Engine-house	300 00
	Shed	13 00
	Coal-shed	50 00
	Oil-room	25 00
	" "	15 00
Sheldon,		
N. E. 2, 26, 11 W....	½ station-house	250 00
	Section "	60 00
	MIDDLEPORT TOWNSHIP.	
S. E. ¼ 31, 27, 12 W ..	Tank	200 00
Watseka.		
S. E. 32, 27, 12 W...	Station-house	300 00
	Section "	60 00
	DOUGLASS TOWNSHIP.	
Gilman.		
S. W. 31, 27, 14 W...	½ freight-house	400 00
S. E. 31, 27, 11 E....	½ pass. "	400 00
	Section "	60 00
	Total value in county	2,235 00

272 SCHEDULE No. 5.

Number, description, and value of station-houses, depots, machine-shops, and other buildings belonging to the Toledo, Peoria & Warsaw Railway Company, and situated upon the "right of way" of said road in Ford County, Illinois.

Name of station.	Description of buildings on "right of way."	Value.
	BRENTON TOWNSHIP.	
N. E. 2, 26, 9 E	Tank	200 00
N. E. 5, 26, 9	Section-house	60 00
Piper City.		
N. E. 4, 26, 9	Tank	200 00
" "	Station-house	50 00
N. W. 4, 26, 9	Cattle-pens	20 00
	Total value in county	530 00

273 SCHEDULE No. 5.

Number, description, and value of station-houses, depots, machine-shops, and other buildings belonging to the Toledo, Peoria & Warsaw Railway Company, and situated upon the "right of way" of said road in Livingstone County, Illinois.

Name of station.	Description of buildings on "right of way."	Value.
	CHATSWORTH TOWNSHIP.	
Chatsworth.		
S. W. 3, 26, 3	Cattle-pens	25 00
	Station-house	500 00
S. E. 4, 26, 8	Section "	60 00
	FORREST TOWNSHIP.	
Forrest.		
S. W. 3, 26, 7	Cattle-pens	10 00
S. E. 4, 26, 7	Tank	200 00
" "	Section-house	150 00
	INDIAN GROVE TOWNSHIP.	
Fairbury.		
S. E. 3, 26, 6	Freight depot	100 00
	Cattle-pens	25 00
	Total value in county	1,070 00

274 SCHEDULE No. 5.

Number, description, and value of station-houses, depots, machine-shops, and other buildings belonging to the Toledo, Peoria & Warsaw Railway Company, and situated upon the "right of way" of said road in McLean County, Illinois.

Name of station.	Description of buildings on "right of way."	Value.
	YATES TOWNSHIP.	
Weston bl'k 24.		
S. E. 3, 26, 5	Cattle-pens	8 00
	CHENOA TOWNSHIP.	
S. W. 3, 26, 4	Tank	200 00
	Section-house	60 00
Chenoa.		
S. W. 1, 26, 4	Section-house	60 00
	Freight-depot	250 00
S. E. 2, 26, 4	Passenger "	500 00
	Cattle-pens	10 00
	Office	15 00
	GRIDLEY TOWNSHIP.	
Gridley.		
S. E. 4, 26, 3	Station-house	150 00
	Tank	200 00
	Cattle-pens	15 00
	Section-house	60 00
	Total value in county	1,528 00

275 SCHEDULE No. 5.

Number, description, and value of station-houses, depots, machine-shops, and other buildings belonging to the Toledo, Peoria & Warsaw Railway Company, and situated upon the "right of way" of said road in Woodford County, Illinois.

Name of station.	Description of buildings on "right of way."	Value.
	EL PASO TOWNSHIP.	
El Paso.		
S. W. 5, 26, 2	Section-house	60 00
	½ freight-house	500 00
	Cattle-pen	15 00
	PALESTINE TOWNSHIP.	
S. E. 4, 26, 1	Section-house	60 00
Secor.		
S. W. 5, 26, 1 E	Station-house	20 00
	Cattle-pen	20 00
	OLIO TOWNSHIP.	
S. E. 7, 26, 1 W	Tank	200 00
Sumka.		
S. W. 7, 26, 1	Station-house	200 00
	Cattle-pens, (Congo Township)	15 00
	Section-house, " "	60 00

Name of station.	Description of buildings on "right of way."	Value.
	CONGO TOWNSHIP.	
Gruger.		
S. W. 11, 26, 2	Station-house	200 00
	Total value in county	$1,350 00

276 SCHEDULE No. 5.

Number, description, and value of station-houses, depots, machine-shops, and other buildings belonging to the Toledo, Peoria & Warsaw Railway Company, and situated upon the "right of way" of said road in Tazewell County, Illinois.

Name of station.	Description of buildings on "right of way."	Value.
	WASHINGTON TOWNSHIP.	
Pekin Junction.		
S. W. 18, 26, 2 W	½ telegraph-office	10 00
Washington.		
Sample's addt.		
Lot 10	½ station-house	250 00
11	Office	15 00
23	Carpenter's shop	25 00
S. W. 23, 26, 3	Tank	200 00
S. W. 30, 26, 3	Section-house	60 00
S. W. 13, 26, 3	Section-house	60 00
	Total value in county	320 00

277 SCHEDULE No. 5.

Number, description, and value of station-houses, depots, machine-shops, and other buildings belonging to the Toledo, Peoria & Warsaw Railway Company, and situated upon the "right of way" of said road in Peoria County, Illinois.

Name of station.	Description of buildings on "right of way."	Value.
	HOLLIS TOWNSHIP.	
Mapleton.		
S. W. 20, 7, 7	Station-house	150 00
	Section "	60 00
	Cattle-pens	10 00
	TIMBER TOWNSHIP.	
N. W. 23, 7, 6	Section-house	60 00
Glasford.		
S. W. 22, 7, 6	Cattle-pens	8 00
S. W. 19, 7, 6	Tank	200 00
	Total value in county	$488 00

278 SCHEDULE NO. 5.

Number, description, and value of station-houses, depots, machine-shops, and other buildings belonging to the Toledo, Peoria & Warsaw Railway Company, and situated upon the "right of way" of said road in Fulton County, Illinois.

Name of station.	Description of buildings on "right of way."	Value.
	ORION TOWNSHIP.	
Bunds.		
S. W. 27, 7, 5	Stock-pens	10 00
N. E. 32, 7, 5	Section-house	60 00
Rowolts.		
N. W. 31, 7, 5	Cattle-pens	15 00
	Platform	10 00
	CANTON TOWNSHIP.	
Canton.		
N. W. 35, 7, 4	Stock-yards	95 00
N. E. 34, 7, 4	Passenger-house	500 00
	Freight	100 00
	PUTNAM TOWNSHIP.	
Curve.		
N. E. 12, 6, 3	Cattle-pens	10 00
	Platform	10 00
N. W. 12, 6. 3	Section-house	60 00
Cuba.		
S. W. 17, 6, 3	Tank	200 00
	Station-house	250 00
	Cattle-pens	20 00
	CASS TOWNSHIP.	
N. W. 25, 6, 2	Section-house	60 00
Smithfield.		
S. E. 29, 6, 2	Cattle-pens	10 90
	HARRIS TOWNSHIP.	
Seville.		
S. W. 24, 6, 1	Station-house	150 00
	Section "	60 00
	Tank	200 00
	Cattle-pens	5 00
N. W. 19, 6, 1	Section-house	60 00
	Total value in county	$2,085 00

279 SCHEDULE No. 5.

Number, description, and value of station-houses, depots, machine-shops, and other buildings belonging to the Toledo, Peoria & Warsaw Railway Company, and situated upon the "right of way" of said road in McDonough County, Illinois.

Name of station.	Description of buildings on "right of way."	Value.
	MOUND TOWNSHIP.	
New Philadelphia.		
S. E. 23, 6, 1	Station-house	200 00
	Cattle-pens	20 00
	BUSHNELL TOWNSHIP.	
Bushnell.		
S. E. 33, 7, 1	Section-house	60 00
	Passenger "	500 00
N. W. 33, 7, 1	Freight "	300 00
	Turn-table	50 00
	Store-room	15 00
	Cattle-pens	35 00
	Coal-sheds	20 00
	WALNUT GROVE TOWNSHIP.	
N. E. 36, 7, 2	Tank	200 00
Scottsburg.		
N. W. 35, 7, 2	Station-house	200 00
	Cattle-pens	20 00
	SCIOTA TOWNSHIP.	
Good Hope.		
N. E. 36, 7, 3	Station-house	200 00
N. W. 36, 7, 3	Cattle-pens	15 00
	Tank	200 00
Sciota.		
N. W. 33, 7, 3	Station-house	200 00
	BLANDINSVILLE TOWNSHIP.	
S. W. 28, 7, 3	Section-house	60 00
Blandinsville.		
N. W. 33, 7, 4	Station-house	400 00
	Cattle-pens	41 00
	Total value in county	$2,738 00

280 SCHEDULE No. 5.

Number, description, and value of station-houses, depots, machine-shops, and other buildings belonging to the Toledo, Peoria & Warsaw Railway Company, and situated upon the "right of way" of said road in Hancock County, Illinois.

Name of station.	Description of buildings on "right of way."	Value.
	LA HARPE TOWNSHIP.	
Disco.		
N. W. 7, 7, 5	Cattle-pens	10 00
S. W. 6, 7, 5	Station-house	150 00
La Harpe.		
S. W. 22, 7, 5	Section-house	60 00
S. E. 21, 7, 5	Station-house	600 00
Nudd's add.	Tank, &c	200 00
Lot 4	Cattle-pens	25 00
	Engine-house	400 00
	Store-room	30 00
	Carpenter's shop	30 00
	Coal-sheds	20 00
	DURHAM TOWNSHIP.	
S. E. 1, 7, 6	Section-house	60 00
	PILOT GROVE TOWNSHIP.	
S. E. 14, 6, 6	Tank, &c	200 00
	FOUNTAIN TOWNSHIP.	
N. W. 7, 6, 5	Section-house	60 00
	Cattle-pens	12 00
Burnside.		
N. W. 21, 6, 6	Station-house	300 00
	Cattle-pens	15 00
	ROCK CREEK TOWNSHIP.	
Ferris.		
N. E. 35, 6, 7	Station-house	250 00
N. W. 35, 6, 7	Section "	60 00
S. W. 35, 6, 7	Cattle-pens	10 00
	PRAIRIE TOWNSHIP.	
N. W. 3, 5, 7	Section-house	60 00
	MONTIBELLO TOWNSHIP.	
Hamilton.		
N. E. 31, 5, 8	Store-room	10 00
	½ station-house	240 00
	Section-house	60 00
	WILCOX TOWNSHIP.	
Warsaw City.		
	Cattle-pens	30 00
	Engine-house	600 00
	Turn-table	200 00
	Hand-car house	5 00
	Store-room	5 00
	Coal-shed	20 00
	PRAIRIE TOWNSHIP.	
Elvaston.		
N. W. 30, 5, 7	Cattle-pens	10 00
	½ office	15 00
	Total value in county	$3,767 00

281 SCHEDULE NO. 5.

Number, description, and value of station-houses, depots, machine-shops, and other buildings belonging to the Toledo, Peoria & Warsaw Railway Company, and situated upon the "right of way" of said road in Henderson County, Illinois.

Name of station.	Description of buildings on "right of way."	Value.
Iowa.		
S. W. 14, 8, 6	Cattle-pens	15 00
N. W. 14, 8, 6	½ telegraph-office	15 00
	Total value in county	30 00

(Endorsed:) Filed Sept. 2, 1875. W. H. Bradley, cl'k.

282 EXHIBIT G.—J. HOUGH, *U. S. Commissioner N. D. Ill.*

AUDITOR'S OFFICE, ILLINOIS,
Springfield, August 10, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instruments, marked "A," "B," "C," are true, full, and correct copies of certificates of auditor P. A. notifying county clerk of Iroquois Co. of the action of the State board of equalization with reference to the assessment of property in Iroquois County for the year 1873, as appears from the proper evidence now on file in and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

283 A.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 9th, 1873.

To the County Clerk of Iroquois County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, determined that the following rates per centum be added to or deducted from property listed for taxation in the county of for the year 1873:

Property assessed in county, other than railroad property.						Railroad property assessed in county.					
Personal property.		Lands.		Town and city lots.		Personal property.		Lands.		Town and city lots.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.
.....	15	.....	16	.....	15	.....	15	.....	16	.....	15

You will, therefore, in pursuance of law, proceed to extend the equalized valuation of the several classes of property, so listed, by increasing or reducing the valuation as equalized and corrected by the county board, at the rates per centum above given.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

N. B.—Under the new revenue-law, all taxes must be extended on valuation as equalized or assessed by the State board of equalization. The assessment of railroad property and capital stock of corporations, other than railroad, required to be assessed by the State board, will be certified to county clerks of the respective counties in which such property is located, within a few days.

Please acknowledge the receipt hereof.

284 B.

[SEAL OF STATE.] STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17th, 1873.

To the County Clerk of Iroquois County:

SIR: You are hereby notified that, as determined by the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, Iroquois County is entitled to $22,600 as its proportion of the assessed value of the capital stock of the Western Union Telegraph Company, for the year 1873, which amount you will apportion, in the manner provided by law, to the several localities in your county entitled thereto.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

285 C.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October —, 1873.

To the County Clerk of Iroquois County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, assessed railroad property in Iroquois County, for the year 1873, as follows:

Name of railroad.	Class A.—Railroad track.								Class B. Rolling-stock.	Capital stock.	Total value of R. R. property in county, as assessed by State board of equalization.
	Right of way, and improvements thereon.		Main track.			Side, second, or turn-out.					
			Length.			Length.					
	Acres.	Assessed value.	Miles.	Feet.	Assessed value.	Miles.	Feet.	Assessed value.	Assessed value.	Assessed value.	
Chicago, Danville & Vincennes	402	$15,807	35	1,320	$175,478	....	4,200	$2,809	$145,195	$247,496	586,785
Cincinnati, La Fayette & Chicago	261	5,359	20	1,583	166,018	1	4,887	9,098	39,775	63,046	283,296
Gilman, Clinton, & Springfield	111.72	2,128	9	1,466	56,962	....	4,130	3,438	15,430	49,050	127,008
Toledo, Peoria & Warsaw	381.54	13,506	31	2,505	194,715	3	2,076	13,754	136,647	273,813	632,435
Total	.....	$36,800	....	.....	$593,173	....	.....	$29,099	$337,047	$633,405	$1,629,524

You will, therefore, in pursuance of law, proceed to apportion the above-assessed values of railroad-property to the several localities in your county entitled to the same, in the manner provided by law.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

286 EXHIBIT G.—J. HOUGH, *U. S. commissioner, N. D. Ill.*

AUDITOR'S OFFICE, ILLINOIS,
Springfield, August 10, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instruments, marked A, B, C, a true, full, and correct copy of auditor's certificates notifying county clerk of the action of the State board of equalization with reference to the amount of assessment in Ford County for the year 1873, as appears from the proper evidence now on file in and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

287 A.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 9, 1873.

To the County Clerk of Ford County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, determined that the following rates per centum be added to or deducted from property listed for taxation in the county of Peoria for the year 1873:

Property assessed in county, other than railroad property.						Railroad property assessed in county.					
Personal property.		Lands.		Town and city lots.		Personal property.		Lands.		Town and city lots.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.
.....	22	.....	23	.....	22	.....	22	.....	23	.....	22

You will, therefore, in pursuance of law, proceed to extend the equalized valuation of the several classes of property, so listed, by increasing or reducing the valuation as equalized and corrected by the county board, at the rates per centum above given.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT.
Auditor Public Accounts.

N. B.—Under the new revenue law, all taxes must be extended on valuation as equalized or assessed by the State board of equalization. The assessment of railroad property and capital stock of corporations,

other than railroad, required to be assessed by the State board, will be certified to county clerks of the respective counties in which such property is located, within a few days.

Please acknowledge receipt hereof.

288 B.

[SEAL OF STATE.] STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17th, 1873.

To the County Clerk of Ford County:

SIR: You are hereby notified that, as determined by the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, Ford County is entitled to $12,381 as its proportion of the assessed value of the capital stock of the Western Union Telegraph Company for the year 1873, which amount you will apportion, in the manner provided by law, to the several localities in your county entitled thereto.

Given under my hand and official seal the date first above written.

C. E LIPPINCOTT,
Auditor of Public Accounts.

289 C.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17, 1873.

To the County Clerk of Ford County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, assessed railroad property in Ford County, for the year 1873, as follows:

Name of railroad.	Class A.—Railroad track.								Class B. Rolling-stock.	Capital stock.	Total value of R. R. property in county, as assessed by State board of equalization.
	Right of way, and improvements thereon.		Main track.			Side, second, or turn-out.					
			Length.			Length.					
	Acres.	Assessed value.	Miles	Feet.	Assessed value.	Miles.	Feet.	Assessed value.	Assessed value.	Assessed value.	
Gilman, Clinton & Springfield	310.72	$5,881	25	3,390	$157,427	1	542	$4,846	$42,547	$135,568	$346,269
Toledo, Peoria & Warsaw	73	2,583	6	100	37,236	....	1,652	1,268	26,131	52,362	119,580
La Fayette, Bloomington & Mississippi.	346.83	9,372	28	3,061	209,859	1	1,705	5,867	98,441	147,535	471,074
Total	.....	$17,826	....	.....	$404,522	....	.....	$11,981	$167,119	$335,465	$936,923

You will, therefore, in pursuance of law, proceed to apportion the above assessed values of railroad property to the several localities in your county entitled to the same, in the manner provided by law.

Given under my hand and official seal, the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

290 EXHIBIT G.—J. HOUGH, *U. S. Commissioner, N. D. Ill.*

AUDITOR'S OFFICE, ILLINOIS,
Springfield, August 10, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do here by certify that the foregoing and annexed instruments, marked "A," "B," "C," are true, full, and correct copies of auditor's certificates notifying county clerk of the action of the State board of equalization with reference to the assessment of property in Livingstone County for the year 1873, as appears from the proper evidence now on file in and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

291 A.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 9, 1873.

To the County Clerk of Livingstone County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1874, determined that the following rates per centum be added to or deducted from property listed for taxation in the county of Livingstone for the year 1874:

Property assessed in county, other than railroad-property.						Railroad-property assessed in county.					
Personal property.		Lands.		Town and city lots.		Personal property.		Lands.		Town and city lots.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.
.....	17	.....	17	.....	16	.....	17	.....	17	.....	16

You will, therefore, in pursuance of law, proceed to extend the equalized valuation of the several classes of property, so listed, by increasing or reducing the valuation as equalized and corrected by the county board, at the rates per centum above given.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

N. B.—Under the new revenue law, all taxes must be extended on valuation as equalized or assessed by the State board of equalization. The assessment of railroad-property and capital stock of corporations, other than railroad, required to be assessed by the State board, will be certified to county clerks of the respective counties in which such property is located, within a few days.

Please acknowledge receipt hereof.

292 B.

[SEAL OF STATE.] STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17th, 1873.

To the County Clerk of Livingstone County:

SIR: You are hereby notified that, as determined by the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, Livingston County is entitled to $24,074 as its proportion of the assessed value of the capital stock of the Western Union Telegraph Company for the year 1873, which amount you will apportion in the manner provided by law to the several localities in your county entitled thereto.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

293 C.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17, 1873.

To the County Clerk of Livingstone County:

SIR: You are hereby notified that the State board of equa ization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, assessed railroad-property in Livingstone County, for the year 1873, as follows:

Name of railroad.	Class A.—Railroad-track.								Class B. Rolling-stock.	Capital stock.	Total value of R. R. property in county, as assessed by State board of equalization.
	Right of way, and improvements thereon.		Main track.			Side, second, or turn-out.					
			Length.			Length.					
	Acres.	Assessed value.	Miles.	Feet.	Assessed value.	Miles.	Feet.	Assessed value.	Assessed value.	Assessed value.	
Chicago & Alton, (including Western Division)	626. 28	$35, 395	51	440	$345, 947	14	3, 350	$75, 289	$177, 236	$893, 847	$1, 527, 714
Chicago & Paducah	257. 73	2, 246	29	4, 060	196, 455	....	4, 357	3, 261	4, 813	62, 115	268, 890
Chicago, Pekin and South Western	125. 98	2, 189	10	4, 241	60, 740	....	2, 100	1, 691	2, 204	46, 398	113, 222
Toledo, Peoria & Warsaw	221. 17	7, 773	18	598	112, 057	3	938	12, 880	78, 639	157, 577	368, 926
Total	.....	$47, 603	....	.....	$715, 199	....	.....	$93, 121	262, 892	1, 159, 937	2, 278, 7 2

You will, therefore, in pursuance of law, proceed to apportion the above assessed values of railroad-property to the several localities in your county entitled to the same, in the manner provided by law.

Given under my hand and official seal, the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

294 EXHIBIT G.—J. HOUGH, *U. S. Commissioner, N. D. of Ill.*

AUDITOR'S OFFICE, ILLINOIS,
Springfield, August 10, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instruments,

marked A, B, C, true, full, and correct copies of auditor's certificates to county clerk of the action of the State board of equalization with reference to the assessments of property in McLean County for the year 1873, as appears from the proper evidence now on file in and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

295 A.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
SPRINGFIELD, *October 9th*, 1873.

To the County Clerk of McLean County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, determined that the following rates per centum be added to or deducted from property listed for taxation in the county of McLean for the year 1874:

Property assessed in county, other than railroad-property.						Railroad-property assessed in county.					
Personal property.		Lands.		Town and city lots.		Personal property.		Lands.		Town and city lots.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.
.....	14	.....	14	.....	15	.....	14	.....	14	.....	15

You will, therefore, in pursuance of law, proceed to extend the equalized valuation of the several classes of property, so listed, by increasing or reducing the valuation as equalized and corrected by the county board, at the rates per centum above given.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

N. B.—Under the new revenue law, all taxes must be extended on valuation as equalized or assessed by the State board of equalization. The assessment of railroad-property and capital stock of corporations, other than railroad, required to be assessed by the State board, will be certified to county clerks of the respective counties in which such property is located within a few days.

Please acknowledge receipt hereof.

296 B.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17th, 1873.

To the County Clerk of McLean County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of Au-

gust, 1873, assessed the capital stock of companies and associations, incorporated under the laws of this State, (other than railroad,) in McLean County, for the year 1873, as follows:

Corporations assessed.	Where located.	Capital stock.
		Assessed value.
McLean Coal Company	Bloomington	$38,320
Phœnix Savings, Loan & Trust Co	do	12,287
People's Bank, Bloomington	do	5,780
L ader Company	do	320
Bloomington Stove Company	do	411
Bloomington and Normal Horse-Railway Company	do	15,851

You will, therefore, enter in the tax-books for the year 1873, of the proper localities in your county, the above assessed values of capital stock against the respective corporations, that taxes may be extended on such values, in addition to the assessment of the tangible property of the several corporations.

Your county is entitled to $39,471 as its proportion of the assessed value of the capital stock of the Western Union Telegraph Company for the year 1873, which amount you will apportion in the manner provided by law to the several localities in your county entitled thereto.

Given under my hand and official seal this 17 day of October, 1873.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

297 C.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17, 1873.

To the County Clerk of McLean County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, assessed railroad property in McLean County, for the year 1873, as follows:

Name of railroad.	Class A.—Railroad track.								Class B Rolling-stock.	Capital stock.	Total value of R. R. property in county, as assessed by State board of equalization.
	Right of way, and improvements thereon.		Main track.			Side, second, or turn-out.					
			Length.			Length.					
	Acres.	Assessed value.	Miles.	Feet.	Assessed value.	Miles.	Feet.	Assessed value.	Assessed value.	Assessed value.	
Chicago & Alton	536.41	$29,235	42	1,019	$285,741	11	4,980	$62,168	$146,390	$738,286	$1,261,820
St. Louis, Jacksonville and Chicago	145.82	9,686	14	5,333	88,693	....	2,317	1,773	50,764	47,194	198,110
Gilman, Clinton and Springfield	124.73	2,502	10	4,809	66,968	....	2,238	1,863	18,143	57,685	147,161
Indianapolis, Bloomi'gton & Western	420.70	19,952	36	4,960	59,975	2	342	8,345	77,555	666,659	832,486
Toledo, Peoria & Warsaw	209.47	9,043	21	392	130,375	1	4,721	7,678	91,494	183,336	421,926
La Fayette, Bloomington and Miss's'ippi	335.34	9,058	27	3,290	202,836	....	4,996	4,197	95,147	142,593	453 831
Total	.....	$79,476	....	.....	$834,588	....	.....	86,024	479,493	1,835,753	3,315,334

You will, therefore, in pursuance of law, proceed to apportion the above assessed values of railroad property to the several localities in your county entitled to the same, in the manner provided by law.

Given under my hand and official seal, the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

298 EXHIBIT G.—J. HOUGH, *U. S. commissioner, N. D. of Ill.*

AUDITOR'S OFFICE, ILLINOIS,
Springfield, August 10, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instruments, marked A, B, C, are true, full, and correct copies of auditor's certificates notifying county clerks of the action of the State board of equalization with reference to the assessments of property in Woodford County for the year 1873, as appears from the proper evidence now on file in, and forming a part of the records of, this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

299 A.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 9th, 1873.

To the County Clerk of Woodford County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, determined that the following rates per centum be added to or deducted from property listed for taxation in the county of Woodford for the year 1873:

Property assessed in county, other than railroad property.						Railroad property assessed in county.					
Personal property.		Lands.		Town and city lots.		Personal property.		Lands.		Town and city lots.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.
.....	11	.....	11	.....	11	.....	11	.....	11	.....	11

You will, therefore, in pursuance of law, proceed to extend the equalized valuation of the several classes of property, so listed, by increasing or reducing the valuation as equalized and corrected by the county board, at the rates per centum above given.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

N. B.—Under the new revenue law, all taxes must be extended on valuation as equalized or assessed by the State board of equalization.

The assessment of railroad property and capital stock of corporations, other than railroad, required to be assessed by the State board, will be certified to county clerks of the respective counties in which such property is located within a few days.

Please acknowledge receipt hereof.

300 B.

[SEAL OF STATE.] STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, August 17th, 1873.

To the County Clerk of Woodford County:

SIR: You are hereby notified that, as determined by the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, Woodford County is entitled to $10,612 as its proportion of the assessed value of the capital stock of the Western Union Telegraph Company for the year 1873, which amount you will apportion in the manner provided by law to the several localities in your county entitled thereto.

Given under my hand and official seal, the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

301 C.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17th, 1873.

To the County Clerk of Woodford County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, assessed railroad property in Woodford County, for the year 1873, as follows:

Name of railroad.	CLASS A.—RAILROAD TRACK.								Class B. Rolling-stock.	Capital stock.	Total value of R. R. property in county, as assessed by State board of equalization.
	Right of way, and improvements thereon.		Main track.			Side, second, or turn-out.					
			Length.		Assessed value.	Length.		Assessed value.	Assessed value.	Assessed value.	
	Acres.	Assessed value.	Miles.	Feet.		Miles.	Feet.				
Chicago & Alton	145.34	9,207	13	1,522	89,991	....	4,583	4,518	46,104	232,516	382,336
Chicago, Pekin & Southwestern	244.82	4,134	20	1,909	115,250	1	70	4,307	4,152	87,449	215,292
Toledo, Peoria & Warsaw	220.57	7,856	18	1,626	113,261	2	625	8,587	79,484	159,271	368,459
Total	.....	$21,197	....	.....	318,502	....	.....	17,412	129,740	479,236	966,087

You will, therefore, in pursuance of law, proceed to apportion the above assessed values of railroad property to the several localities in your county entitled to the same, in the manner provided by law.

Given under my hand and official seal, the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

302 EXHIBIT G.—J. HOUGH, *U. S. Commissioner, N. D. Ill.*

AUDITOR'S OFFICE, ILLINOIS,
Springfield, August 10, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instruments, marked A, B, C, are *a* true, full, and correct copies of auditor's certificates notifying county clerk of the action of the State board of equalization with reference to the assessment of property in Peoria County, for the year 1873, as appears from the proper evidence now on file in and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

[303 A.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 9th, 1873.

To the County Clerk of Peoria County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, determined that the following rates per centum be added to or deducted from property listed for taxation in the county of Peoria for the year 1873:

Property assessed in county, other than railroad property.						Railroad property assessed in county.					
Personal property.		Lands.		Town and city lots.		Personal property.		Lands.		Town and city lots.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.
.....	11	.....	37	.....	17	.....	11	.....	37	.....	17

You will, therefore, in pursuance of law, proceed to extend the equalized valuation of the several classes of property, so listed, by increasing or reducing the valuation as equalized and corrected by the county board, at the rates per centum above given.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

N. B.—Under the new revenue-law, all taxes must be extended on valuation as equalized or assessed by the State board of equalization. The assessment of railroad property, and capital stock of corporations other than railroad, required to be assessed by the State board, will be certified to county clerks of the respective counties in which such property is located, within a few days.

Please acknowledge receipt hereof.

304 STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17, 1873.

To the County Clerk of Peoria County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, assessed the capital stock of companies and associations, incorporated under the laws of this State, (other than railroad,) in Peoria County, for the year 1873, as follows:

Corporations assessed.	Where located.	Capital stock. Assessed value.
Central City Horse-Railway Co	Peoria	12,672
Peoria Horse-Railway Co	....do	14,245
Peoria Gas-Light Company	....do	21,479

You will, therefore, enter in the tax-books for the year 1873, of the proper localities in your county, the above assessed values of capital stock against the respective corporations, that taxes may be extended on such values, in addition to the assessment of the tangible property of the several corporations.

Your county is entitled to $20,468 as its proportion of the assessed value of the capital stock of the Western Union Telegraph Company for the year 1873, which amount you will apportion in the manner provided by law, to the several localities in your county entitled thereto.

Given under my hand and official seal this 17 day of October, 1873.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

305 B.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17, 1873.

To the County Clerk of Peoria County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, assessed railroad property in Peoria County, for the year 1873, as follows:

Name of railroad.	Class A.—Railroad track.								Class B Rolling-stock.	Capital stock.	Total value of R. R. property in county, as assessed by State board of equalization.
	Right of way, and improvements thereon.		Main track.			Side, second, or turn-out.					
			Length.			Length.					
	Acres.	Assessed value.	Miles.	Feet.	Assessed value.	Miles.	Feet.	Assessed value.	Assessed value.	Assessed value.	
Chicago, Burlington & Quincy	449.50	$31,508	44	4,431	$336,152	7	528	$35,063	$160,691	$889,919	$1,453,333
Chicago, Rock Island & Pacific	341.56	17,417	21	4,521	172,647	5	482	24,565	67,334	197,716	479,679
Indianapolis, Bloomington & Western, including rented track	.....	982	1	4,320	2,952	....	.....	.....	3,818	32,814	40,566
Peoria, Pekin & Jacksonville	84.03	5,243	9	4,555	63,247	2	3 708	10,394	18,163	24,363	121,410
Peoria & Rock Island	270.92	10,770	24	2,167	163,696	....	2,260	1,909	25,233	456,514	658,122
Toledo, Peoria & Warsaw	145.82	5,263	12	1,403	75,881	5	4,127	23,435	53,252	106,706	264,537
Total	.....	$71,183	....	.....	$814,575	....	.....	95,366	328,491	1,708,032	3,017,647

You will, therefore, in pursuance of law, proceed to apportion the above assessed values of railroad-property to the several localities in your county entitled to the same, in the manner provided by law.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

306 EXHIBIT G.—J. HOUGH, *U. S. Commissioner N. D. of Ill.*

AUDITOR'S OFFICE, ILLINOIS,
Springfield, August 10, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instruments, marked A, B, C, are *a* true, full, and correct copies of auditor's certificates notifying county clerk of the action of the State board of equalization with reference to the assessment of property in Tazewell County for the year 1873, as appears from the proper evidence now on file in and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

307 A.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 9, 1873.

To the County Clerk of Tazewell County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, determined that the following rates per centum be added to or deducted from property listed for taxation in the county of Tazewell for the year 1873:

Property assessed in county, other than railroad-property.						Railroad-property assessed in county.					
Personal property.		Lands.		Town and city lots.		Personal property.		Lands.		Town and city lots.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.
.....	17	.....	17	.....	16	.....	17	.....	.....	.....	16

You will, therefore, in pursuance of law, proceed to extend the equalized valuation of the several classes of property so listed, by increasing or reducing the valuation, as equalized and corrected by the county board, at the rates per centum above given.

Given under my hand and official seal, the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

N. B.—Under the new revenue law, all taxes must be extended on valuation as equalized or assessed by the State board of equalization. The assessment of railroad property, and capital stock of corporations

other than railroad, required to be assessed by the State board, will be certified to county clerks of the respective counties in which such property is located, within a few days.

Please acknowledge receipt hereof.

308 B.

[SEAL OF STATE.] STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17th, 1873.

To the County Clerk of Tazewell County:

SIR: You are hereby notified that, as determined by the State board of equalization at its session begun on the second Tuesday, being the twelfth day of August, 1873, Tazewell County is entitled to $18,109, as its proportion of the assessed value of the capital stock of the Western Union Telegraph Company for the year 1873, which amount you will apportion, in the manner provided by law, to the several localities in your county entitled thereto.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

309 C.

[SEAL.] STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17, 1873.

To the County Clerk of Tazewell County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, assessed railroad-property, in County, for the year 1873, as follows:

Name of railroad.	Class A.—Railroad track.								Class B. Rolling-stock.	Capital stock.	Total value of R. R. property in county as assessed by State board of equalization.
	Right of way, and improvements thereon.		Main track.			Side, second, or turn-out.					
			Length.			Length.					
	Acres.	Assessed value.	Miles.	Feet.	Assessed value.	Miles.	Feet.	Assessed value.	Assessed value.	Assessed value.	
Chicago & Alton	31.13	$2,261	3	1,389	$22,098	....	2,192	$2,752	$11,322	$57,097	$95,530
St. Louis, Jacksonville & Chicago	210.18	13,436	29	1,560	123,029	1	2,092	5,642	70,416	65,464	277,987
Chicago, Pekin & Southwestern	243.96	4,275	21	321	118,311	....	2,900	2,335	4,300	90,452	219,673
Indianapolis, Bloomington & Western	236.57	15,393	28	2,634	46,271	3	894	12,809	59,834	514,330	648,637
Peoria, Pekin & Jacksonville	122.73	6,292	11	4,415	75,902	2	3,134	9,976	21,799	29,238	143,207
Toledo, Peoria & Warsaw	188.95	6,766	15	4,048	97,540	1	1,026	4,849	68,452	137,162	314,769
Pekin, Lincoln & Decatur	185.45	6,679	20	4,987	154,616	2	2,814	10,967	72,143	146,431	390,836
Total	.....	$55,102	....	.....	$637,767	....	.....	$49,330	308,266	1,047,174	2,090,639

You will, therefore, in pursuance of law, proceed to apportion the above assessed values of railroad property to the several localities in your county entitled to the same, in the manner provided by law.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

310 EXHIBIT G.—J. HOUGH, *U. S. Commissioner, N. D. of Ill.*

AUDITOR'S OFFICE, ILLINOIS,
Springfield, August 10th, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instruments, marked A, B, C, are *a* true, full, and correct copies of auditor's certificates notifying county clerk of the action of the State board of equalization with reference to the assessment of property in Fulton County, for the year 1873, as appears from the proper evidence now on file in, and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.]

C. E. LIPPINCOTT,
Auditor Public Accounts.

311 A.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 9th, 1873.

To the County Clerk of Fulton County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the eleventh day of August, 1874, determined that the following rates per centum be added to or deducted from property listed for taxation in the county of for the year 1874:

Property assessed in county, other than railroad property.						Railroad property assessed in county.					
Personal property.		Lands.		Town and city lots.		Personal property.		Lands.		Town and city lots.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.
.....	25	.....	27	.....	25	.....	25	.....	27	.....	27

You will, therefore, in pursuance of law, proceed to extend the equalized valuation of the several classes of property so listed, by increasing or reducing the valuation as equalized and corrected by the county board, at the rates per centum above given.

Given under my hand and official seal the date first above written.

C. E. LIPPINCOTT,
Auditor Public Accounts.

N. B.—Under the new revenue law, all taxes must be extended on valuation as equalized or assessed by the State board of equalization. The assessment of railroad property and capital stock of corporations, other than railroad, required to be assessed by the State board, will be certified to county clerks of the respective counties in which such property is located, within a few days.

Please acknowledge receipt hereof.

312 STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17th, 1873.

To the County Clerk of Fulton County :

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the 12th day of August, 1873, assessed the capital stock of companies and associations, incorporated under the laws of this State, (other than railroad,) in Fulton County, for the year 1873, as follows:

Corporations assessed.	Where located.	Capital stock—assessed value.
Spoon River Stone Coal Manufacturing Company...	Canton.....	$3,229
Canton Driving Park Association.....	....do.....	5,600

You will, therefore, enter in the tax-books for the year 1873, of the proper localities in your county, the above assessed values of capital stock against the respective corporations, that taxes may be extended on such values, in addition to the assessment of the tangible property of the several corporations.

Your county is entitled to $18,296 as its proportion of the assessed value of the capital stock of the Western Union Telegraph Company for the year 1873, which amount you will apportion in the manner provided by law, to the several localities in your county entitled thereto.

Given under my hand and official seal this 17th day of October, 1873.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

313 C.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17, 1873.

To the County Clerk of Fulton County :

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, assessed railroad property in Fulton County, for the year 1873, as follows:

Name of railroad.	Class A.—Railroad track.								Class B. Rolling-stock.	Capital stock.	Total value of R. R. property in county, as assessed by State board of equalization.
	Right of way, and improvements thereon.		Main track.			Side, second, or turn-out.					
			Length.			Length.					
	Acres.	Assessed value.	Miles.	Feet.	Assessed value.	Miles.	Feet.	Assessed value.	Assessed value.	Assessed value.	
Chicago, Burlington & Quincy.....	609. 39	$36, 191	52	2, 656	$386, 109	3	4, 304	$18, 841	$184, 573	$1, 022, 175	$1, 647, 889
Rockford, Rock Island & St. Louis...	193. 46	7, 470	16	3, 288	82, 113	1	1, 662	4, 336	32, 870	59, 200	185, 989
Toledo, Peoria & Warsaw.....	405. 91	14, 425	33	3, 243	207, 953	2	4, 213	11, 341	145, 937	292, 428	672, 084
Total.....	.....	$58, 086	....	.....	$676, 175	....	.....	34, 518	363, 380	1, 373, 803	2, 505, 962

You will, therefore, in pursuance of law, proceed to apportion the above assessed values of railroad property to the several localities in your county entitled to the same, in the manner provided by law.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

314 EXHIBIT G.—J. HOUGH, *U. S. Commissioner N. D. of Ill.*

AUDITOR'S OFFICE, ILLINOIS,
Springfield, August 10, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instruments, marked A, B, C, *is a* true, full, and correct copies of auditor's certificates notifying county clerk of the action of the board of equalization with reference to the assessment of property in McDonough County for the year 1873, as appears from the proper evidence now on file in and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

315 A.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 9, 1873.

To the County Clerk of McDonough County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, determined that the following rates per centum be added to or deducted from property listed for taxation in the county of McDonough for the year 1874:

Property assessed in county, other than railroad property.						Railroad property assessed in county.					
Personal property.		Lands.		Town and city lots.		Personal property.		Lands.		Town and city lots.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.
.....	33	.....	33	.....	32	.....	33	.....	33	.....	32

You will, therefore, in pursuance of law, proceed to extend the equalized valuation of the several classes of property, so listed, by increasing or reducing the valuation as equalized and corrected by the county board, at the rates per centum above given.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

N. B.—Under the new revenue law, all taxes must be extended on valuation as equalized or assessed by the State board of equalization. The

assessment of railroad property and capital stock of corporations, other than railroad, required to be assessed by the State board, will be certified to county clerks of the respective counties in which such property is located, within a few days.

Please acknowledge receipt hereof.

31 B.

[SEAL OF STATE.] STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17th, 1873.

To the County Clerk of McDonough County:

SIR: You are hereby notified that, as determined by the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, McDonough County is entitled to $15,132 as its proportion of the assessed value of the capital stock of the Western Union Telegraph Company for the year 1873, which amount you will apportion in the manner provided by law to the several localities in your county entitled thereto.

Given under my hand and official seal the date first above written.

C. E. LIPPINCOTT,
Auditor of Public Accounts.

317 C.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17th, 1873.

To the County Clerk of McDonough County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, assessed railroad property in McDonough County, for the year 1873, as follows:

Name of railroad.	CLASS A.—RAILROAD TRACK.								Class B. Rolling-stock.	Capital stock.	Total value of R. R. property in county, as assessed by State board of equalization.
	Right of way, and improvements thereon.		Main track.			Side, second, or turn-out.					
			Length.		Assessed value.	Length.		Assessed value.	Assessed value.	Assessed value.	
	Acres.	Assessed value.	Miles.	Feet.		Miles.	Feet.				
Chicago, Burlington & Quincy	488.37	$34,120	34	1,720	$257,334	6	419	$30,023	$123,014	$681,259	1,115,750
Rockford, Rock Island & St. Louis	217.85	8,782	19	2,873	96,544	1	688	3,727	38,647	69,605	217,305
Toledo, Peoria & Warsaw	327.96	11,899	27	3,844	171,539	2	257	8,304	120,382	241,221	553,345
Total	.....	$44,801	....	.....	$525,417	....	.....	$42,054	282,043	992,085	1,886,400

You will, therefore, in pursuance of law, proceed to apportion the above assessed values of railroad property to the several localities in your county entitled to the same, in the manner provided by law.

Given under my hand and official seal the date first above written.

C. E. LIPPINCOTT,
Auditor of Public Accounts.

318 EXHIBIT G.—J. HOUGH, *U. S. Commissioner N. D. of Ill.*

AUDITOR'S OFFICE, ILLINOIS,
Springfield, August 10, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instruments, marked A, B, C, *is a* true, full, and correct copies of auditor's certificates notifying county clerks of the action of the State board of equalization with reference to the assessment of property in Hancock County, for the year 1873, as appears from the proper evidence now on file in, and forming a part of, the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

C. E. LIPPINCOTT.
Auditor Public Accounts.

319 A.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 9, 1873.

To the County Clerk of Hancock County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, determined that the following rates per centum be added to or deducted from property listed for taxation in the county of Hancock for the year 1874:

Property assessed in county, other than railroad property.						Railroad property assessed in county.					
Personal property.		Lands.		Town and city lots.		Personal property.		Lands.		Town and city lots.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.
.....	18	.....	18	.....	19	.....	18	.....	18	.....	19

You will, therefore, in pursuance of law, proceed to extend the equalized valuation of the several classes of property, so listed, by increasing or reducing the valuation as equalized and corrected by the county board, at the rates per centum above given.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

N. B.—Under the new revenue law, all taxes must be extended on valuation as equalized or assessed by the State board of equalization. The assessment of railroad property and capital stock of corporations, other than railroad, required to be assessed by the State board, will be certified to county clerks of the respective counties in which such property is located, within a few days.

Please acknowledge receipt hereof.

320 B.

[SEAL OF STATE.] STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17th, 1873.

To the County Clerk of Hancock County:

SIR: You are hereby notified that, as determined by the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, Hancock County is entitled to $18,326 as its proportion of the assessed value of the capital stock of the Western Union Telegraph Company for the year 1873, which amount you will apportion, in the manner provided by law, to the several localities in your county entitled thereto.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

---

321 C.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17, 1873.

To the County Clerk of Hancock County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, assessed railroad property in Hancock County, for the year 1873, as follows:

Name of railroad.	CLASS A.—RAILROAD TRACK.								Class B. Rolling-stock.	Capital stock.	Total value of R. R. property in county, as assessed by State board of equalization.
	Right of way, and improvements thereon.		Main track.			Side, second, or turn-out.					
			Length.			Length.					
	Acres.	Assessed value.	Miles.	Feet.	Assessed value.	Miles.	Feet.	Assessed value.	Assessed value.	Assessed value.	
Chicago, Burlington & Quincy	559.35	$29,070	41	1,947	$310,134	3	1,248	$15,983	148,254	821,041	1,324,482
Toledo, Peoria & Warsaw	474.65	17,700	41	1,299	255,167	3	639	12,651	179,071	358,821	823,410
Toledo, Wabash & Western	204.21	17,495	22	909	124,830	2	451	8,752	76,371	410,629	638,077
Total	.....	$64,265	....	.....	$690,131	....	.....	$37,386	$403,696	$1,590,491	2,785,969

You will, therefore, in pursuance of law, proceed to apportion the above-assessed values of railroad property to the several localities in your county entitled to the same, in the manner provided by law.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

322 EXHIBIT G.—J. HOUGH, *U. S. Commissioner, N. D. of Ill.*

AUDITOR'S OFFICE, ILLINOIS,
Springfield, August 10, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instrument', marked A, B, C, *is a* true, full, and correct copies of auditor's certificates notifying county clerk of the action of the board of equalization with reference to the assessment of property in Henderson County for the year 1873, as appears from the proper evidence now on file in and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

---

323 STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 9, 1873.

To the County Clerk of Henderson County:

SIR: You are hereby notified that the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1874, determined that the following rates per centum be added to or deducted from property listed for taxation in the county of Henderson for the year 1874:

Property assessed in county, other than railroad property.						Railroad property assessed in county.					
Personal property.		Lands.		Town and city lots.		Personal property.		Lands.		Town and city lots.	
Per cent.		Per cent.		Per cent.		Per cent.		Per cent.		Per cent.	
Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.	Add.	Deduct.
.....	26	.....	28	.....	28	.....	26	.....	28	.....	.....

You will, therefore, in pursuance of law, proceed to extend the equalized valuation of the several classes of property, so listed, by increasing or reducing the valuation as equalized and corrected by the county board, at the rates per centum above given.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

N. B.—Under the new revenue law, all taxes must be extended on valuation as equalized or assessed by the State board of equalization. The assessment of railroad property and capital stock of corporations, other than railroad, required to be assessed by the State board, will be certified to county clerks of the respective counties in which such property is located within a few days.

Please acknowledge receipt hereof.

324 B.

[SEAL OF STATE.] STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October 17th, 1873.

To the County Clerk of Henderson County:

SIR: You are hereby notified that, as determined by the State board of equalization, at its session begun on the second Tuesday, being the twelfth day of August, 1873, Henderson County is entitled to $14,199, as its proportion of the assessed value of the capital stock of the Western Union Telegraph Company for the year 1873, which amount you will apportion in the manner provided by law to the several localities in your county entitled thereto.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

---

325 C.

STATE OF ILLINOIS, AUDITOR'S OFFICE,
Springfield, October , 1873.

To the County Clerk of Henderson County:

SIR: You are hereby notified that the State board of equalization, at its session begun the second Tuesday, being the twelfth day of August, 1873, assessed railroad property in Henderson County, for the year 1873, as follows:

Name of railroad.	Class A.—Railroad track.								Class B. Rolling-stock.	Capital stock.	Total value of R. R. property in county, as assessed by State board of equalization.
	Right of way, and improvements thereon.		Main track.			Side, second, or turn-out.					
			Length.			Length.					
	Acres.	Assessed value.	Miles.	Feet.	Assessed value.	Miles.	Feet.	Assessed value.	Assessed value.	Assessed value.	
Chicago, Burlington & Quincy	437.18	$22,773	32	2,150	$242,951	5	4,515	28,915	116,138	643,182	1,053,959
Rockford, Rock Island & St. Louis	340.72	6,630	14	3,986	72,886	....	2,354	1,470	29,177	52,548	162,711
Toledo, Peoria & Warsaw	56.78	2,008	4	3,593	28,956	....	1,704	1,308	20,321	40,718	93,311
Total	.....	$31,411	....	.....	$344,793	....	.....	$31,693	165,636	736,448	1,309,981

You will, therefore, in pursuance of law, proceed to apportion the above-assessed values of railroad property to the several localities in your county entitled to the same, in the manner provided by law.

Given under my hand and official seal the date first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor of Public Accounts.

Detailed statement of railroad property in Ford County for the year 1873.

Name of railroad.	CLASS A.—RAILROAD TRACK.								CLASS B.	CLASS C.	CLASS D.					Total in county as listed & assessed.
	Right of way and improvements thereon.		Main.			Side-track.			Total listed value.	Rolling-stock, listed value.	Personal property other than rolling-stock, assessed value.	Real estate other than railroad track.				
			Length.		Listed value.	Length.		Listed value.				Lands.		Lots.		Total assessed.
	Acres.	Value.										Acres.	Value.	Lots.	Value.	Value.
		Dollars.	*Miles.*	*Feet.*	*Dollars.*	*Miles.*	*Feet.*	*Dollars.*		*Dollars.*	*Dollars.*					*Dollars.*
Toledo, Peoria & Warsaw	73.01	940	6	100	15,162	.....	1,652	551	16,653	9,463	30	3.28	$33	.....	$33	.....	26,179
Lafayette, Bloomington & Mississippi	346.83	3,469	28	3,060	67,906	1	1,705	2,096	73,471	36,932	725	.....	.....	.....	$300	$300	111,428
Gilman, Clinton & Springfield	310.74	3,707	25	2,790	60,926	.....	5,022	1,507	66,140	10,966	.....	.....	.....	.....	.....	.....	77,106
Totals	730.58	8,116	60	670	143,994	2	3,699	4,154	156,264	57,361	755	3.28	33	.....	333	300	214,713

STATE OF ILLINOIS, *Ford County, ss:*

I hereby certify that the foregoing statement is true and correct as appears from returns filed in my office. In testimony whereof I hereunto subscribe my name and affix the seal of my offise this 8 day of August, A. D. 1873.

[SEAL.]

JAS. S. FREDERICK, *Clerk County Court.*

STATE OF ILLINOIS, *Ford County, ss:*

I, Merton Dunlap, clerk of the county court of Ford County aforesaid, do hereby certify that the foregoing is a true, complete, and perfect copy of a detailed statement of railroad property in Ford County for the year 1873. Filed in my office for reference, to wit.

In witness whereof I hereunto set my hand and seal of said county court at Paxton in said county and State this 13th day of August, 1875.

Filed Sept. 2, 1875. Wm. H. Bradley, clerk.

MERTON DUNLAP, *Clerk.*

Township or village.	Kind of property.	No. of sch'l dist.	Section.	Town.	Range.	Right of way.	Track. Main.	Track. Side.	Value by R. R. co.	Corrected by county board.	Equalized value by State board.	State tax.	County tax.	Town tax.	Dist. school tax.	Road & br'g tax.	Ditch tax.	L. B. & M. tax.	Total tax.
						Feet 100*th*	*Feet.*	*Feet*	*Dollars.*		*Dollars.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*
	Railroad track	2	1 & 2	36	9	24. 38	0, 616	.....	5, 630		13, 890	.....	.....	.....	.....	.....	.....	.....	.....
	Proportion of rolling-stock	"	"	"	"	.....	.....	.....	.....		8, 740	.....	.....	.....	.....	.....	.....	.....	.....
	" " capital	"	"	"	"	.....	.....	.....	.....		17, 454	.....	.....	.....	.....	.....	.....	.....	.....
Brenton	Total	"	"	"	"	.....	.....	.....	.....		40, 084	144 31	160 34	14 84	96 21	104 22	.....	48 11	568 03
	R. R. track	7	3 & 4	"	"	15. 21	6, 624	.....	3, 388		3. 660	.....	.....	.....	.....	.....	.....	.....	.....
	Rolling-stock	"	"	"	"	.....	.....	.....	1, 972		5, 450	.....	.....	.....	.....	.....	.....	.....	.....
	Capital	"	"	"	"	.....	.....	.....	.....		10, 909	.....	.....	.....	.....	.....	.....	.....	.....
Brenton	Total	"	"	"	"	.....	.....	.....	.....		24, 719	88 99	98 88	9 15	289 22	64 27	.....	29 67	580 18
	R. R. track	7	4	"	"	9. 07	3, 948	1, 652	2, 157		5, 320	.....	.....	.....	.....	.....	.....	.....	.....
	Rolling-stock	"	"	"	"	.....	.....	.....	1, 176		3, 250	.....	.....	.....	.....	.....	.....	.....	.....
	Personal property	"	"	"	"	.....	.....	.....	10		34	.....	.....	.....	.....	.....	.....	.....	.....
	Real estate	"	"	"	"	.....	.....	.....	33	43	25	.....	.....	.....	.....	.....	.....	.....	.....
	Capital stock	"	"	"	"	.....	.....	.....	.....	33	6, 545	.....	.....	.....	.....	.....	Village tax.	.....	.....
Piper City	Total	"	"	"	"	.....	.....	.....	.....	...	15, 174	54 63	60 70	5 62	177 51	.....	40 97	18 21	357 67
	R. R. track	4	5 & 6	"	"	24. 35	10, 592	.....	5, 478	...	13, 517	.....	.....	.....	.....	.....	.....	.....	.....
	Rolling-stock	"	"	"	"	.....	.....	.....	3, 154	...	8, 691	.....	.....	.....	.....	.....	.....	.....	.....
										26	67	.....	.....	.....	.....	.....	.....	.....	.....
	Personal property	"	"	"	"	.....	.....	.....	20	...	17, 454	.....	.....	.....	.....	.....	.....	.....	.....
Brenton	Total	"	"	"	"	.....	.....	.....	.....	...	39, 729	143 03	158 92	14 70	63 57	103 30	.....	47 68	531 20
	Total tax and valuation	...	....	..	..	73. 01	31, 780	1, 652	26, 179	162	119, 706	430 96	478 84	44 31	626 54	271 79	40 97	143 67	2, 037 08

I further certify that no lists for valuation or assessment of said railroad property for said year were furnished the township assessor and that no returns of assessment of said property was made by said assessors for said year.

328 *Grand aggregate of all taxes levied on railroad property in Ford County, Illinois, 1873.*

State tax	$3,377 21
County tax	3,752 43
Town tax	634 25
School tax	3,883 46
Road & bridge tax	1,291 54
L. B. & M. R. R. bond tax	1,125 82
G. C. & S. " " "	1,346 68
City tax	127 63
Village tax	230 95
Grand total	15,769 97

Rate per cent. on each $100 valuation as equalized by State board levied for the year A. D. 1873.

	Pr. ct.
School-dist. No. 2, town. 26, range 9	24
" " " 4, " " " "	16
" " " 7, " " " "	117
State tax	36
County tax	40
Town tax	3 7/10
Road & bridge	26
L. B. & M. Ry. bond tax	12
Piper Village	27
District road	40

STATE OF ILLINOIS,
Ford County:

In testimony whereof I hereunto set my hand and official seal at Paxton, in said county and State, this 9th day of August, A. D. 1875.
[SEAL.] MERTON DUNLAP, *Clerk.*

329 STATE OF ILLINOIS,
County of Ford, ss:

I, Merton Dunlap, clerk of the county court within and for said Ford County, do hereby certify that the following is a complete and correct statement taken from the "railroad tax-book for the year A. D. 1873, to w't: A list of taxable property belonging to the Toledo, Peoria & Warsaw Railway Company in the county of Ford, and State of Illinois, and the taxes levied thereon for the year A. D. 1873, which said "railroad tax-book" is a part of the records of my said office, to wit:

330 [Office of the clerk of the county court, Henry A. Batzow, clerk of Iroquois County.]

WATSEKA, ILL., *Aug. 17th*, 1875.

Messrs. INGERSOLL and PUTERBAUGH:

DEAR SIR: Yours of the 13th duly received. Enclosed please find the diagram of school-districts on the line of the Toledo, Peoria and Warsaw Ry. You further ask for a certificate of rate of taxes of all kinds in Grenard Township, also a statement of the return of the T. P. & W. R. R., for the towns of Belmont and Crescent for the year A. D. 1873.

We are unable to find the returns of that road for that year among the files of my office. The statement we sent you was taken from the record of taxes of railroads made by the clerk from statements supposed to have been filed; the certificate of taxes for Grenard Township you will find on said statement under the name of Cresent, which name the town has borne since 1872. Also enclosed please find check returned, the bank charges 25c. for collecting; please send us the amount of check in P. O. order with amount of bill as below. Any further information will be willingly given as far as in our power.

Name of railroad.	Class A.—Railroad track.								Class B.—Rolling-stock.	Class C.—Personal property other than rolling-stock.	Class D.—Real estate other than railroad track.				Total assessed value.	Total in county as listed and assessed.
	Right of way and improvements thereon.		Main.			Side, second, or turn-out.			Total listed value.			Lands.		Lots.			
			Length.			Length.											
	Acres.	Listed value.	Miles.	Feet.	Listed value.	Miles.	Feet.	Listed value.		Listed value.	Assessed value.	No. acr's.	Assd. val.	No. ac's.	Assd. val.		
Toledo, Peoria and Warsaw R. R	381.54	4,362 70	31	2,505	75,723 95	3	2,117	5,374 80	85,461 45	49,484 00	200 00	110.78	....	....	....	553 90	135,699 35
Chicago, Danville and Vincennes R. R	402.00	3,010	36	2,640	74,448 06	2	2,880	1,680 00	79,138 00	11,798 92	150 00	.....	....	16	....	1,425 00	92,511 92
Gilman, Clinton and Springfield R. R	111.72	1,517 20	9	1,466	21,593 70	....	4,570	1,371 00	24,481 90	3,886 87	.....	.....	....	....	....	.....	28,368 77
Cincinnati, Lafayette and Chicago R. R	No schedule returned.																
	895.26	8,889 90	....	.....	$171,765 65	....	.....	$8,425 80	$189,081 35	$65,169 79	$350 00	110.78	....	....	....	1,978 90	256,580 04

STATE OF ILLINOIS, *Iroquois County, ss:*

I hereby certify that the foregoing statement is true and correct, as appears from returns filed in my office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office this 31st day of July, A. D. 1873.

A. HONYWELL, *Clerk County Court.*

STATE OF ILLINOIS, *Iroquois County, ss:*

I, Henry A. Butzow, clerk of the county court of Iroquois County, do hereby certify that the within statement is a true and complete copy of the statement and the certificate of the clerk thereto of the assessment of railroad property in Iroquois County for the year A. D. 1873, which statement remains on file in my office and is on the blank as furnished yearly by the auditor of pub. ac'ts., in duplicate of which one copy is retained inthe office & one copy is mailed to the auditor.

Witness my hand and the seal of said court this 11th day of August, A. D. 1875.

HENRY A. BUTZOW, *County Clerk.*

332 *A statement of the taxes levied for the year A. D. 1873 upon the taxable property of the Toledo, Peoria and Warsaw Railroad, situated within the county of Iroquois, State of Illinois.*

Douglass.					Cts. on each $100 of valuation.	Crescent.				Cents on each $100 of valuation.	Iroquois.				Cents on each $100 of valuation.	Middleport.				Cents on each $100 of valuation.
			$	ct.			$	ct.				$	ct.				$	ct.	
State tax			928	10	36	State tax		70	36		State tax	428	66	36		State tax	378	48	36
County "			386	71	15	County "		29	15		County "	178	61	15		County "	157	70	15
Town "			102	96	04	Town "		12	061		Town	1,190	07	10		Town	42	05	04
Dist.	$					26 & 27					12 & 13					12 & 13			
2, 26, 10	156	18			80	3, 12, & 13		92	47		3, 12×13	142	44		47	1, 27	184	28		185
9, 26 & 27, 10	124	43			60						5, 27, 13	105	70		35	12 & 13				
26											2 " "	175	70		30	7, 26, & 27	497	86		120
8, 27, 10	491	55			125											3, 27, 12	966	33		180
26 &																				
3, 27, 10	427	64			70															
9, 27, 14	390	44			100															
4, 27, 14	488	05			125															
Total school tax			2,078	29							Total sch. tax		$423	84		City R. R. int. tax		53	94	17
Road and bridge "			773	42	30	Road and bridge tax		10	05		Road and bridge tax		285	77	24	Total school tax		$1,648	47	
Corporation "			95	58	27											Road and bridge "		105	13	10
Town:						Town:										Corporation "		222	09	70
R. R. bond int. "			335	15	13	R. R. bond int. "		14	07							R. R. bond int. "		52	57	5
			$				$					$	ct.				$	ct.		
Total tax			4,700	21				227				1,435	95				2,660	43		

Belmont.			Cents on each $100 of valuation.	Sheldon.				Cents on each $100 of valuation.	Grand totals for county.		
	$	ct.				$	ct.			$	
State tax	52	71	36	State tax		487	86	36	State tax	2,276	51
County "	29	96	15	County "		213	27	15	County tax	948	54
Town "	11	71	08	Town "		60	98	045	Town tax	336	89
1, 26, 12	48	32	33	3, 26, 11	$ ct. 89 80			23	School tax	4,774	52
				2 " "	226 45				Road and bridge tax	1,208	34
				26 & 27					Corporation tax	345	52
				1, 10, & 11	258 43				Town R. R. bond int. "	781	95
									City " " " "	53	94
Road & bridge tax	$43	92	30	Total sch. tax		574	68				
R. R. bond int.	14	64	10	Road and bridge "		27	85	30			
				Corporation tax		379	45	28			
	$	ct.				$	ct.			$	
	193	26	.....			1,734	09	.....	Grand total	10,726	21

STATE OF ILLINOIS,
Iroquois County, ss:

I, A. Honywell, clerk of the county court in and for said county and State, do hereby certify that the foregoing is a true and correct pro-rata statement of therein stated assessed to the Toledo, Peora and Warsaw Railway Company in said county for the year A. D. 1873, with the taxes assessed thereon and due the several departments as set forth, together with the rate of taxation on the same; that the State board of equalization of said State determined the rate of sixteen per cent. to be deducted from the real estate other than "railroad track," and that fifteen per cent. be deducted from town-lots and personal property other than rolling-stock, and that the State board of equalization determine the assessment of "railroad track" and "rolling-stock," and "capital stock," as set forth.

Given under my hand and the official seal of said court this 1st day of December, A. D. 1873.

IROQUOIS COUNTY COURT, ILLINOIS.

A. HONYWELL,
County Clerk.

STATE OF ILLINOIS,
Iroquois County, ss:

I, Henry A. Butzow, clerk of the county court of Iroquois County, do hereby certify that the foregoing is a full, true, and complete statement of taxes levied for the year A. D. 1873 upon the taxable property of the Toledo, Peoria and Warsaw Railroad Company in the different towns through which said road passes in the said county of Iroquois and State of Illinois, together with the rate of taxation on the same, and that the certificate thereto attached is a true and correct copy of the certificate attached to the record of railroad taxes for said year.

In witness whereof I have hereunto affixed my name & the seal of said court this 7th day of August, A. D. 1875.

[SEAL.] HENRY A. BUTZOW,
County Clerk.

(Endorsed:) Filed Sept. 2, 1875. Wm. H. Bradley, c'k.

EXHIBIT H³.—J. HOUGH, *U. S. Commiss'r N. D. of Ill.*

Detailed statement of railroad property in Livingston County for the year 1873.

Name of railroad.	Right of way and improvements thereon.		Class A.—Railroad track.						Total listed value.	Class B.—Rolling stock.	Class C.—Personal property other than rolling stock.	Class D.—Real estate, other than railroad-track.					Total in county, as listed and assessed.
			Main.			Side, second, or turn-out.						Lands.		Lots.			
			Length.														
	Acres.	Listed value.	Miles.	Feet.	Listed value.	Miles.	Feet.	Listed value.		Listed value.	Assessed value.	No. acres.	Ass'd value.	No. lots.	Ass'd value.	Total assess'd value.	
Chicago & Alton, western division	268.82	3,588 20	....	114,060	57,030 00	....	3,805	1,268 33	61,886 53	26,233 80	75 00	.....	.....	8	500	500	88,695 33
Chicago & Alton, main line	357.46	8,774 60	....	155,660	77,830 00	....	12,767	4,255 66	90,860 26	35,801 80	175 00	.....	.....	.....	.....	.....	126,837 06
Toledo, Peoria & Warsaw	221.17	2,378 00	....	95,638	47,004 00	....	15,798	4,739 40	54,121 45	28,478 11	90 00	10.12	50 60	....	50 00	50 60	82,740 16
Chicago and Paducah	257.13	2,911 84	....	157,180	62,872 00	....	4,357	1,307 10	67,090 94	1,957 29	19 00	.....	.....	20	443 00	443 00	69,510 23
Chicago, Pekin and Southwestern	125.98	1,483 82	....	57,041	22,816 40	....	2,100	630 00	24,930 22	971 51	6 00	.....	.....	.....	.....	.....	25,907 73
	1,231.16	19,136 46	....	579,579	267,552 45	....	38,827	12,200 49	298,889 40	93,442 51	365 00	10.12	50 60	28	993	993 60	393,690 51

STATE OF ILLINOIS,
Livingston County, ss :

I, George W. Langford, county clerk of the county aforesaid, do hereby certify that the foregoing statement of railroad property is a true copy of the original statement of the year 1873, now on file in my office ; and further, that I have every reason to believe, & do believe, that a true certified copy of the original statement was sent by Byron Phelps, (my predecessor,) to the auditor of State in due time, as required by law.

In testimony whereof I have hereunto set my hand and affixed the seal of said county at Pontiac, Ills., this 13 day of August, A. D. 1875.

[SEAL.]

GEORGE W. LANGFORD, *Co. Clerk*,
By J. T. KAY, *Deputy*.

334 *Livingston County, State of Illinois.*

	Equalized value by State board.	Rate on each $100.00 valuation.	State tax.	Rate on each $100 valuation.	County tax.	Total.
Railroad track & rolling-stock and personal property	2,095 64	36 *c.*	754 45	25 *c.*	523 92	1,278 37
Proportion of capital stock	1,560 10	36 *c.*	561 63	25 *c.*	390 03	951 66
Totals			1,316 08		913 95	2,230 03

	Equalized by State board.	Rate on each $100.00 valuation.	District school-tax.	Rate on each $100 valuation.	Rate on each $100 valuation.	*Board* and bridge tax.	Rate on each $100 valuation.	District *board* tax.	Rate on each $100 valuation.	Railroad int. tax.	Rate on each $100 valuation.	Corporation tax.	Rate on each $100 valuation.	Sidewalk-tax.	Total.	
SCHOOL DISTRICT NO. 1.																
Railroad track, rolling-stock, and personal property	193 72	25 *c.*	48 43												*Cts.* 48 43	
Proportion capital stock	144 04	25 *c.*	36 01												36 01	
SCHOOL DISTRICT NO. 2.																
Railroad track, rolling-stock, and personal property	345 56	50 *c.*	172 78												172 78	
Proportion capital stock	259 32	50 *c.*	129 66												129 66	
SCHOOL DISTRICT NO. 3.																
Railroad track, rolling-stock, and personal property	204 70	50 *c.*	102 35												102 35	
Proportion capital stock	151 58	50 *c.*	75 79												75 79	
Railroad track, rolling-stock, and personal property	743 98				16 *c.*	119 05	40 *c.*	297 59	30 *c.*	223 21	30 *c.*	68 06	10 *c.*	22 68	730 59	Valuation on which corporation tax and sidewalk-tax is extended is—
Proportion capital stock	554 94				16 *c.*	88 76	40 *c.*	221 97	30 *c.*	166 46	30 *c.*	51 42	10 *c.*	17 15	545 76	R. R. track, &c....$22, 680 Prop. capital stock. 17, 144
Total taxes	1,298 92		565 02			207 81		519 56		389 67		119 48		39 83	$1,841 37	

	Equalized value by State board.	Rate on each $100.00 valuation.	District school tax.	Rate on each $100.00 valuation.	Town tax.	Rate on each $100.00 valuation.	*Board* and bridge tax.	Rate on each $100.00 valuation.	District *board* tax.	Rate on each $100.00 valuation.	Rate on each $100.00 valuation.	Corporation tax.	Rate on each $100.00 valuation.	Totals.
				c.										*Cts.*
Railroad track, rolling-stock, and personal property	666 00	.....	.....	8 c.	53 82	8 c.	53 82	40 c.	268 41	.....	25 c.	35 76	.....	411 27
Proportion capital stock	495 75	.....	.....	8 c.	39 66	8 c.	39 66	40 c.	196 28	.....	25 c.	26 73	.....	302 33
SCHOOL DISTRICT NO. 1.														
Railroad track, rolling-stock, and personal property	199 55	45 c.	89 80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	89 80
Proportion capital stock	148 16	45 c.	66 67	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	66 67
SCHOOL DISTRICT NO. 2.														
Railroad track, rolling-stock, and personal property	264 97	$1 00	264 97	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	264 97
Proportion capital stock	197 91	$1 00	197 91	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	197 91
Railroad track, rolling-stock, and personal property	201 50	50 c.	100 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100 75
Proportion capital stock	149 64	50 c.	74 82	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	74 82
	.....	.....	794 92	.....	93 48	.....	92 94	.....	464 69	.....	.....	62 49	.....	1,508 52

	Equalized value by State board.	Rate on each $100.00 valuation.	District school tax.	Rate on each $100.00 valuation.	Town tax.	Rate on each $100.00 valuation.	Road and bridge tax.	Rate on each $100.00 valuation.	District road tax.	Rate on each $100.00 valuation.	Rate on each $100.00 valuation.	Corporation tax.	Total.
Railroad track, rolling-stock, & personal property	685 66	.....	.....	3 c.	20 57	25 c.	171 43	.....	.....	.....	.....	.....	192 00
Proportion capital stock	509 41	.....	.....	3 c.	15 28	25 c.	127 36	.....	.....	.....	.....	.....	142 64
Railroad track, & rolling-stock, and personal property	163 64	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40 91
Proportion capital stock	122 05	.....	.....	.....	.....	.....	.....	.....	.....	.....	25 c.	40 91	30 52
											25 c.	30 52	
SCHOOL DISTRICT NO. 1.													
Railroad track & rolling-stock and personal property	436 50	60 c.	261 90	.....	.....	.....	.....	.....	.....	.....	.....	.....	261 90
Prop. capital stock	324 85	60 c.	194 92	.....	.....	.....	.....	.....	.....	.....	.....	.....	194 92
SCHOOL DISTRICT NO. 2.													
Railroad track & rolling-stock and personal property	249 34	10 c.	24 93	.....	.....	.....	.....	.....	.....	.....	.....	.....	24 93
Proportion capital stock	184 56	10 c.	18 45	.....	.....	.....	.....	.....	.....	.....	.....	.....	18 45
Totals	.....	.....	500 20	.....	35 85	.....	298 79	.....	.....	.....	.....	71 43	$906 27

338 STATE OF ILLINOIS, *Livingston County, ss:*

I, George W. Langford, county clerk of the county of Livingston and State of Illinois, do hereby certify that the annexed and foregoing statement is a true and correct statement of taxes levied upon, together with the several rates extended against the Toledo, Peoria and Warsaw Railroad Company in said county, showing the value and the several rates, amounts, and total amounts of each kind of taxes extended against the railroad track, proportion of rolling-stock and personal property, and the several rates, amount *amount*, and total amount of each kind of tax extended against the proportion value of capital stock.

Seperate, as the same appears to me, from the railroad tax-book for the year A. D. 1873, in my office.

Witness my hand and official seal at Pontiac, Ills., this 9th day of August, A. D. 1875.

[SEAL.] GEORGE W. LANGFORD,
County Clerk.

(Indorsed:) Livingston County, Exhibit H³. Statement of taxes of Toledo, Peoria and Warsaw R. R. for 1873, Livingston County, Illinois. Filed Sept. 2, 1875. W. H. Bradley, clerk.

---

339 EXHIBIT H⁴.—J. HOUGH, *U. S. Commissioner N. D. of Ill.*

Real estate, "Fixed and stationary personal property," "Other personal property," and "The pro rata of movable property" of the S. P. and W. Railroad, listed for taxation in the year 1873, in county of McLean, and State of Illinois.

REAL ESTATE.

A strip or tract of land extending on each side of the railroad track and embracing the same, commencing at the point where the line of said railroad crosses the western boundary line of McLean County, and extending to the point where said railroad track crosses the eastern boundary line of said county of McLean, containing in all 266.71, all of which is valued per acre.

Weston:
Depot grounds.
155 ft. N. side block 26.
165 ft. do. " 25.
175 ft. do. " 24.

Chenoa:
Addition lot 5 blk. 14.
do. " 6 " 14.
do. " 7 " 14.
do. " 8 " 14.
100 ft. wide S. side W. ½ blk. 11.
All E. Letcher street, except a triangle.
225 ft. on N. side and 155 ft. W. side.
On N. W. corner blk. 11.
Strip 40 ft. wide E. end S. ½ blk. 9.
" 50 " " E. side fractional blk. 10.

340 Gridley:

	Acres.
Depot grounds—520 x 122 N. side, right of way, west part S. E. ¼, sec. 4, town. 26, R. 3	1.45
520 x 122 S. side, right of way, W. part S. E. ¼, sec. 4, town. 26, range 3	1.45
520 x 122 N. side, right of way, E. part S. W. ¼, sec. 4, town. 26, range 3	1.45
520 x 122 S. side, right of way, E. part S. W. ¼, sec. 4, town. 26, range 3	1.45

RAILROAD TRACK.

State tax at 36 cts. on each 100 on	147,096	529 55
County " 17 " " " " "	147,096	250 06
County special, 24 " " " "	147,096	353 03
County R. R. 1 " " " "	147,096	14 71
Corporation Chenoa, 50 " " "	9,411	47 05
		1,194 40
Township taxes:		
Gridley, at 5 cts. on each 100 on	62,995	31 15
Chenoa, " 5 " " " " "	43,576	21 79
Yates, " 2 " " " " "	41,225	8 24
		61 18
District school taxes:		
In dist. 10, 26, 2 E. at 70 cts. on each 100 on	13,280	92 96
" " 7, 26, 2 & 3 E. " 75 " " " " "	13,333	100 00
" " 5, 26, 3 E. " 60 " " " " "	19,124	114 74
" " 3, " " 20 " " " " "	16,558	33 12
" " 2, " 4 E. 70 " " " " "	14,320	100 24
" " 9, " " 45 " " " " "	13,195	59 38
" " 1, " " 160 " " " " "	16,061	256 98
" " 3, 26, 5 E. 25 " " " " "	13,415	33 54
" " 2, " " 30 " " " " "	14,421	43 26
" " 1, " " 7 " " " " "	13,389	9 37
		843 59
341 District, road & bridge tax:		
Gridley, at 35 cts. on each 100 on	15,902	55 66
Chenoa, " 40 " " " " "	9,580	38 32
Yates, " 40 " " " " "	12,825	51 30
		145 28
Special bridge taxes:		
Gridley, at 7 cts. on each 100 on	53,091	37 16
Chenoa, " 12 " " " " "	34,165	41 00
Yates, " 20 " " " " "	41,225	82 45
		160 61

ROLLING-STOCK.

State tax 36 cts. on each 100 on	91,494	329 38
County " 17 " " " " "	91,494	155 54
County special, 24 " " " "	91,494	219 59
County R. R. 1 " " " "	91,494	9 15
Corporation, 50 " " " " "	4,448	22 24
		735 90
Township taxes:		
Gridley, at 5 cts. on each 100 on	39,177	19 59
Chenoa, " 5 " " " " "	26,076	13 04
Yates, " 2 " " " " "	26,241	5 25
		37 88
District, road and bridge:		
Gridley, at 35 cts. on each 100 on	12,647	44 26
Chenoa, " 40 " " " " "	7,589	30 36
Yates, " 40 " " " " "	10,118	40 47
		115 09

342 District school taxes:			
In Dist. 10, 26, 2 E., at 70 cts. on each 100 on		8,701	60 91
" " 7, " 2 & 3 E., " 75 " " " " "		8,736	65 52
" " 5, " 3 E., " 60 " " " " "		10,891	65 35
" " 3, " " " 20 " " " " "		10,849	21 70
" " 2, " 4 E., " 70 " " " " "		8,624	60 37
" " 9, " " " 45 " " " " "		8,646	38 91
" " 1, " " "160 " " " " "		8,806	140 90
" " 3, " 5 E., " 25 " " " " "		8,790	21 97
" " 2, " " " 30 " " " " "		8,677	26 03
" " 1, " " " 7 " " " " "		8,774	6 14
			507 80
Special bridge tax:			
Gridley, at 7 cts. on each 100 on		34,785	24 35
Chenoa, " 12 " " " " "		21,628	25 95
Yates, " 20 " " " " "		26,241	52 48
			102 78

CAPITAL STOCK.

State tax at 36 cts. on each 100 on		183,336	660 01
County tax " 17 " " " " "		183,336	311 67
County special " 24 " " " " "		183,336	440 01
County R. R. " 1 " " " " "		183,336	18 33
Corporation " 50 " " " " "		8,914	44 57
			1,474 59
Township taxes:			
Gridley, at 5 cts. on each 100 on		78,503	39 25
Chenoa, " 5 " " " " "		52,252	26 13
Yates, " 2 " " " " "		52,581	10 52
			75 90
343 District school taxes:			
In Dist. 10, 26, 2 E., at 70 cts. on each 100 on		17,435	122 04
" " 7, " 2 & 3 E., " 75 " " " " "		17,506	131 29
" " 5, " 3 E., " 60 " " " " "		21,823	130 94
" " 3, " " " 20 " " " " "		21,739	43 48
" " 2, " 4 E., " 70 " " " " "		17,281	120 97
" " 9, " " " 45 " " " " "		17,325	77 96
" " 1, " " " 160 " " " " "		17,646	282 34
" " 3, " 5 E., " 25 " " " " "		17,613	44 03
" " 2, " " " 30 " " " " "		17,388	52 16
" " 1, " " " 7 " " " " "		17,580	12 31
			1,017 52
Special bridge tax:		Assessed value.	
Gridley, at 7 cts. on each 100 on		69,703	48 79
Chenoa, " 12 " " " " "		43,338	52 00
Yates, " 20 " " " " "		52,581	105 16
			205 95

PERSONAL PROPERTY.

	Assessed value.	State equalized value.	Total tax.
State tax at 36 cts. on each 100 on	135	116	42
County " 17 " " " " " "	135	116	20
County special " 24 " " " " " "	135	116	28
County R. R. " 1 " " " " " "	135	116	1
Corporation tax, Chenoa, " 50 " " " " " "	75	64	32
Special bridge " Yates, " 20 " " " " " "	30	26	5
			1 28
Township taxes:			
Gridley, at 5 cts. on each 100 on	30	26	1
Chenoa, " 5 " " " " " "	75	64	3
Yates, " 2 " " " " " "	30	26	1
			5
344 District school taxes:			
In Dist. 5, 26, 3 E., at 60 cts. on each 100 on	30	26	16
" " 1, " 4 E., "160 " " " " " "	75	64	1 02
" " 2, " 5 E., " 30 " " " " " "	30	26	08
			1 26
LOTS.			
State tax at 36 cts. on each 100 on	947		3 41
County " " 17 " " " " " "	947		1 61
County special " " 24 " " " " " "	947		2 27
County R. R. " " 1 " " " " " "	947		09
Corporation " Chenoa " 50 " " " " " "	750		3 75
Special bridge " Yates " 20 " " " " " "	168		34
			11 47
Township taxes:			
Gridley at 5 cts. on each 100 on	29		1
Chenoa " 5 " " " " " "	750		37
Yates " 2 " " " " " "	168		3
			41
District school taxes:			
In Dist. 5, 26, 3 E., at 60 cts. on each 100 on	29		17
" " 1, " 4 E., " 160 " " " " " "	750		12 00
" " 2, " 5 E., " 30 " " " " " "	168		50
			12 67

TOTAL TAXES ON SAID ROAD.

State	1,522 77
County	719 08
County, special	1,015 18
County, railroad	42 29
Corporation, Chenoa	117 93
Township	175 42
District school	2,382 84
District road and bridge	260 37
Special bridge	469 73
Total	6,705 61

345	Railroad track.	Rolling-stock.	Capital stock.	Personal property.	Lots.	Total tax.
Township taxes:						
Gridley	31 15	19 59	39 25	1	1	90 01
Chenoa	21 79	13 04	26 13	3	37	61 36
Yates	8 24	5 25	10 52	1	3	24 05
	61 18	37 88	75 90	5	41	175 42
District school taxes:						
Dist. 10, 26, 2 E	92 96	60 91	122 04	.....	.....	275 91
" 7 " 2 & 3 E	100 00	65 52	131 29	.....	.....	296 81
" 5 " 3 E	114 74	65 35	130 94	16	17	311 36
" 3 " "	33 12	21 70	43 48	.....	.....	98 30
" 2 " 4 E	100 24	60 37	120 97	.....	.....	281 58
" 9 " "	59 38	38 91	77 96	.....	.....	176 25
" 1 " "	256 98	140 90	282 34	1 02	12 00	693 24
" 3 " 5 E	33 54	21 97	44 03	.....	.....	99 54
" 2 " "	43 26	26 03	52 16	.....	.....	122 03
" 1 " "	9 37	6 14	12 31	8	50	27 82
	843 59	507 80	1,017 52	8 26	12 67	2,382 84
District road and bridge:						
Gridley	55 66	44 26	.....	.....	.....	99 92
Chenoa	38 32	30 36	.....	.....	.....	68 68
Yates	51 30	40 47	.....	.....	.....	91 77
	145 28	115 09	.....	.....	.....	260 37
Special bridge tax:						
Gridley	37 16	24 35	48 79	.....	.....	110 30
Chenoa	41 00	25 95	52 00	.....	.....	118 95
Yates	82 45	52 48	105 16	5	34	240 48
	160 61	102 78	205 95	5	34	469 73

346 STATE OF ILLINOIS,
McLean County, ss:

The people of the State of Illinois to the collector of said county, greeting:

I, J. W. Straight, clerk of the county court in and for said county and State, do hereby certify that the foregoing is a correct statement of the property belonging to the Toledo, Peoria, and Warsaw Railroad Company in said county of McLean, as assessed and valued for the year 1873, and of the taxes due on the same for said year A. D. 1873.

You are hereby authorized and commanded to collect from said railroad company the several sums mentioned in the foregoing columns in the assessment-roll, being the amount of taxes levied for the year 1873 on the property of said company, in the said county of McLean; and in case the said company shall neglect or refuse to pay said tax, or any part thereof, you will levy and collect the same by distress and sale of the goods and chattels or other property of said railroad company, according to law; and out of the monies to be collected by you, you will, after deducting the legal fees to which you are entitled, pay over to the person legally authorized to receive the same, as soon as may be; and hereof fail not, under the pains and penalties of the law in such cases made and provided.

In testimony whereof I have hereunto set my hand and affixed the seal of McLean County court, this 1st day of December, A. D. 1873.

[SEAL.] J. W. STRAIGHT, *Clerk.*

(Endorsed:) Filed Sept. 2, 1875. Wm. H. Bradley, clk.

347 STATE OF ILLINOIS,
McLean County, ss:

I, Reuben L. Davis, county clerk of said county, do hereby certify the foregoing to be a true copy of the statement of taxes levied against the Toledo, Peoria & Warsaw Railway, in said county, for the year 1873, with the rate per cent. levied, and of the warrant for the collection of the same, as fully as the same appears of record.

In testimony whereof I have hereunto subscribed my name and affixed the seal of said county, this 25th day of August, 1875.

[SEAL.] R. L. DAVIS, *Clerk,*
By J. H. SEATON, *Deputy.*

Detailed statement of railroad property in McLean County in the year 1873.

Name of railroad.	Class A.—Railroad track.								Class "B."—Rolling-stock, listed value.	Class "C."—Personal property other than rolling-stock.	Class D.—Real estate other than railroad track.					Total in county as listed and assessed.
	Right of way and improvements.		Main.			Side track or turn-out.					Lands.		Lots.			
			Length.		Listed value.	Length.		Listed value.	Total listed value.						Total assessed value.	
	Acres.	Listed value.	Miles.	Feet.		Miles.	Feet.				No. acres.	Ass'd v.	No. lots.	Ass'd v.		
Chicago and Alton	536.41	10,846	42	1,019	111,389	11	4,980	31,020	153,255	51,239	500,360	.....	140	509,280	509,280	1,214,134
Jacksonville Div. of S. V. L. J. & C	145.82	2,787	14	3,333	38,626	.....	2,317	773	42,186	17,768	50	.....	Blks. 6	360	360	60,364
Indianapolis, Bloomington & Western	420.70	12,167	37	580	88,173	2	342	3,271	103,611	46,032	140	.....	128	3,180	3,180	152,963
La Fayette, Bloomington & Mississippi	375.34	3,353	27	3,290	65,631	.....	4,996	1,499	70,483	35,652	556	44 20,000	25	1,600	21,600	128,285
Toledo, Peoria & Warsaw	249.47	2,837	21	392	54,571	1	4,721	3,000	60,408	33,104	90	.....	18	400	400	94,062
Gilman, Clinton & Springfield	124.63	1,447	10	4,809	25,724	.....	1,238	372	27,743	4,666	.....	.....	.....	.....	.....	32,409
	1,810.37	33,437	153	2,863	384,314	17	2,754	39,935	457,686	188,461	501,190	44 20,000	317	514,820	534,820	1,682,157

AUDITOR'S OFFICE, ILLINOIS, *Springfield, August 31st*, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do certify that the foregoing and annexed instrument is a true, full, and correct copy of "detailed statement of railroad property in McLean County for the year 1873," as returned by the county clerk of McLean Co., the same being now on file in and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.]

C. E. LIPPINCOTT, *Auditor Public Accounts.*

The Chicago & Alton machine-shops are upon the above lots assessed to them, & the L., B. & M. round house is on the above tract of land.

STATE OF ILLINOIS, *McLean County, ss:*

I hereby certify that the foregoing statement is true and correct, as appears from returns filed in my office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office this 28th day of July, A. D. 1873.

[SEAL.]

J. W. STRAIGHT, *Clerk County Court.*

EXHIBIT H.—J. HOUGH, *U. S. Commissioner, N. D. of Ills.*

Detailed statement of railroad property in Woodford County for the year 1873.

Name of railroad.	Class A.—Railroad track.									Class B.—Rolling-stock, listed value.	Class C.—Personal property, other than rolling-stock, assessed value.	Class D.—Real estate other than railroad track.					Total in county as listed and assessed.
	Right of way and improvements thereon.		Main.			Side, second, or tourn-out.			Total listed value.			Lands.		Lots.		Total assess'd value.	
			Length.			Length.											
	Acres.	Listed value.	Miles.	Feet.	Listed value.	Miles.	Feet.	Listed value.				No. acres.	Ass'd value.	No. lots.	Ass'd value.		
Toledo, Peoria & Warsaw Railway	220. 45	$2, 553 65	18 &	1, 626	$46, 474 75	2 &	625	3, 355 50	$52, 383 90	$28, 784 23	$1 40	17. 17	85 85	13 frac.	$39 00	$124 85	$81, 432 98
Chicago & Alton R. R., western division	145. 34	2, 353 40	13 &	1, 522	35, 081 00	....	4, 583	1, 527 66	38, 962 06	16, 137 26	3 25	.....	.....	44 frac.	665 00	665 00	56, 089 32
Chicago, Pekin & Southwestern R.R.	244. 82	2, 363 38	20 &	1, 909	43, 003 60	1 &	70	1, 605 00	46, 971 98	1, 831 07	18	.....	.....	.....	.....	.....	48, 821 05
Total	610. 61	$7, 270 43	51 &	5, 057	$124, 559 35	3	5, 278	$6, 488 16	$138, 317 94	$46, 752 56	$483 00	17. 17	$85 85	57 frac.	$704 00	$789 85	$186, 343 35

In the above statement, the valuations of the personal property and real estate (Class C and D) of the T., P. & W. Railway Co. and the C., P. & S. W. R. R., are given as listed by the companies, their schedules not having been received in time for assessment by the local assessors. Following is a statement as ordered to be increased by the county board of equalization. See note below.

Toledo, Peoria & Warsaw Railway	220, 45	$2, 553 65	18 &	1, 626	$46, 474 75	2 &	625	$3, 355 50	$52, 383 90	28, 784 23	$280 00	17. 17	$257 55	13 frac.	$117 60	$374 55	$81, 822 68
Chicago & Alton R. R., western division	145. 34	2, 353 40	13 &	1, 522	35, 081 00	....	4, 583	1, 527 66	38, 962 06	16, 137 26	325 00	.....	.....	44 frac.	1, 330 00	1, 330 00	56, 754 32
Chicago, Pekin & Southwestern R.R.	244. 82	2, 363 38	20 &	1, 909	43, 003 60	1 &	70	1, 605 00	46, 971 98	1, 831 07	54 00	.....	.....	.....	.....	.....	48, 857 05
Total	610. 61	$7, 270 43	51	5, 057	$124, 559 35	3 &	5, 278	6, 488 16	$138, 317 94	46, 752 56	$659 00	17. 17	$257 55	57 frac.	1, 447 00	1, 704 55	$187, 434 05

Rates of increase as ordered by county board T., P. & W. Railway: Personal property, Class C, 100 per cent.; real estate, Class D, 200 per cent.; C. & A. R. R., W. div., real estate, Class D, 100 per cent.; C., P. & S. W. R. R., personal property, Class C, 200 per cent.

STATE OF ILLINOIS, *Woodford County, ss:*

I hereby certify that the foregoing statement is true and correct, as appears from returns filed in my office. In testimony whereof I hereunto subscribe my name and affix the seal of my office, this 28th day of July, A. D. 1873.

{ COUNTY COURT SEAL, } HENRY C. DENT,
{ WOODFORD COUNTY. } *Clerk County Court.*

STATE OF ILLINOIS, *Woodford County, ss:*

I, Thomas K. Mitchell, clerk of the county court of said county, and being the keeper of the papers and records of said court, do hereby certify that the above and foregoing is a true, full, and correct copy of the original "detailed statement of railroad property in Woodford County for the year 1873," filed in my office July 28th, 1873, and endorsed "Duplicate original mailed to auditor July 28, 1873."

Witness my hand and official seal at Metamora this 12 day of August, A. D. 1875.

[SEAL.] THOMAS K. MITCHELL,
Co. Clerk.

	Value as assessed by State board of equalization.	State tax.	County tax.	Town tax.	City tax.	Village tax.	District school tax.	Road & bridge tax.	Registered bond tax.	Back school tax.	Total tax.	Rates of taxation.
City of El Paso	$33,997				$224 39							State tax, 36 cents on $100.
School district No. 4	$32,332						$420 34					County " 16 " " "
" " No. 5	31,419						116 25					Town " 7 " " "
" " No. 6 1 E	19,609						117 65					Road & bridge " 3 " " "
												City " 66 " " "
												School dist. No. 4 130 c. " "
												Do. " 5 37 c. " "
												Do. " 6 60 c. " "
Township of El Paso	83,360	$300 04	$133 38	$58 35	224 39		654 24	25 01			$1,395 41	
Corporation of Secor	10,899					27 25						State & county same as above.
School district No. 6, 1 E. & 1 W	9,918						20 83					Town tax, 2 cents on $100.
" " No. 3	60,143						114 27			67 66		Road & bridge tax, 8 " " "
" " No. 4	39,314						176 91					Corporation " 25 " " "
" " No. 6, 1 E. Union	14,765						88 59					Sch. dist. No. 6, 1 E. & 1 W., 21 c. on $100.
												Do. " 3, 19 cents on $100.
												Do. " 4, 45 " " "
												Do. " 6, E.. 60 " " "
Township of Palestine	124,140	446 91	198 62	24 83		27 25	400 60	99 32		67 66	1,265 19	
Corporation of Eureka	21,852					115 83						State & county same as above.
School dist. No. 6	34,570						72 60					Town tax, 15 c. on $100.
" " No. 5	44,647						120 54					Registered bond " 45 c. " "
" " No. 4	31,790						152 61					Village " 53 c. " "
												Sch. dist. No. 6, 21 c. " "
												Do. " 5, 27 " "
												Do. " 4, 48 " "
Township of Olio	111,007	399 63	177 62	166 52		115 83	345 75		499 55		1,704 90	
School dist. No. 4, 1 & 2 W	9,807						47 07					State & county same as above.
" " No. 5	40,729						101 82					Town tax, 4 1-5 c. on $100.
												R'd & bridge, " 5½ " "
												Sch. dist. No. 4, 48 " "
												" " " 5, 25 " "
Township of Auger	50,536	181 93	80 85	21 22			148 89	27 79			460 68	
Total in Woodford County	$369,043	$1,328 51	$590 47	$270 92	$224 39	$143 08	$1,549 48	$152 12	$499 55	$67 66	$4,826 18	

STATE OF ILLINOIS,
Woodford County:

COUNTY CLERK'S OFFICE,
Metamora, Ills.

I, Thomas K. Mitchell, clerk of the county court for said county, do hereby certify that the foregoing is a correct "statement of taxes and the rates of taxation on the property of the Toledo, Peoria and Warsaw Railway Company for the year 1873," as appears from the papers and records of my office.

Witness my hand and official seal this 12th day of August, A. D. 1875.

[SEAL.] THOMAS K. MITCHELL,
Co. Clerk.

(Indorsed:) Exhibit H[5]. Certified statement of taxes and rates of taxation on the T., P. & W. R'd in Woodford Co., for 1873. (Endorsed:) Filed Sept. 2, 1875. W. H. Bradley, clerk.

EXHIBIT H[6].—J. HOUGH, *U. S. Commiss'r, N. D. of Ills.*

351 *Detailed statement of railroad property in Tazewell County for the year* 1873.

Name of railroad.	CLASS A.—Railroad track.								Total listed value.	CLASS B.—Rolling-stock.	CLASS D.—Real estate other than railroad track. CLASS C.—Personal property other than rolling-stock.					Total assessed value.	Total in county as listed and assessed.
	Right of way and improvements thereon.		Main.			Side, second, or turn-out.					Lands.		Lots.				
			Length.			Length.											
	Acres.	Listed value.	Miles.	Feet.	Listed value.	Miles.	Feet.	Listed value.		Listed value.	Assessed value.	No. acres.	Ass'd value.	No. lots.	Ass'd val.		
Toledo, Peoria and Waraaw	188.95	18 84	15	4,048	40,501	1	1,036	1,900	44,285	24,790	60	.....	.....	.....	.....	.....	69,135
Peoria, Pekin & Jacksonville	142.44	74 24	11	4,415	21,873	2	3,134	4,108	30,705	10,067	10,550	.....	.....	4	6,000	6,000	57,322
Indianapolis, Bloomington & Western	269.61	86 14	21	844	50,276	3	894	5,020	63,910	35,347	870	.....	.....	.....	.....	.....	100,127
Peoria and Springfield, (no returns)	.....	.....	7	1,790	New bridge across Illinois, between Peoria and Tazewell station, at Wesley City.												
Chicago, Pekin & S. W	243.96	25 06	21	321	44,480	.....	2,900	870	47,856	1,894	844	.....	.....	.....	.....	.....	50,594
Chicago & Alton, S. div	31.13	10 67	3	1,459	8,615	.....	2,792	930	10,612	3,963	25	.....	.....	1	300	300	14,900
St. Louis, Jacksonville & Chicago	210.18	54 52	22	700	53,580	1	2,092	2,457	61,489	24,647	250	.....	.....	10	4,160	4,160	90,546
Toledo, Wabash & Western	184.45	32 82	20	4,987	49,764	2	2,844	4,011	57,057	27,090	825	.....	.....	16	2,545	2,545	87,517

STATE OF ILLINOIS,
Tazewell County, ss:

I hereby certify that the foregoing statement is true and correct, as appears from returns filed in my office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office this 2d day of August, A. D. 1873.

[SEAL.] R. D. SMITH, *Clerk County Court.*
W. BURDETTE, *Deputy.*

STATE OF ILLINOIS,
Tazewell County, ss:

I, Richard D. Smith, clerk of the county court in and for said county and State, do hereby that the within and foregoing is a true and correct copy of the "Detailed statement of railroad property in Tazewell County for the year A. D. 1873," remaining on file in my office, and that I did, on the second day of August, A. D., 1873, transmit through the mails to the auditor of public accounts, at Springfield, a true copy thereof as required by law.

In testimony whereof I have hereunto set my hand and affixed the seal of said court, at the city of Pekin, on this the 18th day of August, A. D. 1875.

[SEAL.] R. D. SMITH, *Clerk.*
W. BURDETTE, *Deputy.*

(Here follows map marked page 352.)

357 EXHIBIT H⁷.—J. HOUGH, *U. S. Commissioner N. D. of Ill.*

Real estate of the Toledo, Peoria and Warsaw Railroad Company (outside of right of way) and personal property (other than rolling-stock) in the town of Peoria.

	Description.	Lot.	Block.	Listed value by railroad.	Value assessed by town assessor.
Peoria City.	S. E. ¼ of block bounded by Oak, Elm, Water, and Washington sts	.....	.....	$2,600	6,000
	Ballance's addition	7	74	400	5,000
		8	"	400	
		9	"	400	
		10	"	400	
		11	"	400	
		12	"	400	
		7	75	400	5,000
		8	"	400	
		9	"	400	
		10	"	400	
		11	"	400	
		12	"	400	
		7	63	1,600	12,000
		8	"	1,600	
		9	"	1,600	
		10	"	1,000	
	S. W. ¼	11	"	500	
		1	64	1,300	
		12	"	1,800	
				16,800	$28,000
358				$16,800	$28,000
	Ballance's addition:				
	Broadman's pt. of McKean's lot, S. E. pt.	.....	64	1,300	12,000
	McKean lot, N. W. pt.	.....	"	2,800	
	Subdivision of section 16, except 60 ft. adjoining lot 14	13	"	3,300	
				$24,200	$40,000
	PERSONAL PROPERTY.				
	Track-repairers' tools			25	35
	Machinery & tools, lathes, &c			8,000	10,000
	Machinery & tools (in car-shop)			1,000	1,000
	Supplies in shops			14,000	14,000
	Office furniture			200	500
	" supplies			300	500
	Two turn-tables			200	500
				$23,725	$26,535

D. A. WHEELER,
Dept. Assessor for Peoria Township.

359 *Statement of real estate (outside of right of way) and personal property (other than rolling-stock) returned by the Toledo, Peoria and Warsaw R. R. Co. in Hollis Township to be assessed by town assessor.*

	Value returned by railroad.	Value assessed by town assessors.
PERSONAL PROPERTY.		
Hollis—Track-repairers' tools	$20	$20
Sundries	10	10
REAL ESTATE.		
Mapleton depot grounds—1,450 ft. N. side and 1,375 ft. S. side, 170 ft E. end, 80 ft. W. end, and on the N. side of right of way in the S. E. cor. of the S. E. ¼ sec. 20, 7 N., 7 E, 4.05 per acre	$40 50	$450

360 *Statement of real estate (outside of right of way) and personal property other than rolling-stock returned by the Toledo, Peoria and Warsaw R. R. Co. in Timber Township to be assessed by town assessor.*

	Value returned by railroad.	Value assessed by town assessor.
REAL ESTATE.	*Dolls.*	*Dolls.*
Glasford depot grounds—600 ft. E. & W. and 100 ft. W. end & of E. end N. side right of way N. E. cor. of E. ½ of S. W. ¼ 22, 7 N., 6 E., $\frac{34}{100}$ acre; 720 by 100 N. side right of way N. W. cor. E. ½ S. W. ¼ 22, 7 N., 6 E., $\frac{68}{100}$ acre; 1,320 x 100 N. side right of way W. ½ S.W. ¼ 22, 7 N., 6 E., 3.03 acres	$40 20	120 00
PERSONAL PROPERTY.		
Timber on W. ½ N. W. ¼ 23 7 N. 6 E; track-repairers' tools	$20 00	35 00
Sundries	10 00	10 00

361 STATE OF ILLINOIS,
Peoria County, ss:

I, John D. McClure, clerk of the county court in and for said county and State, do hereby certify that the foregoing is a true and correct copy of lists furnished by me to the town assessors of property belonging to the Toledo, Peoria & Warsaw Railway Company, subject to be assessed by the local assessors for the year A. D. 1873 and their returns thereon, as the same appears by the original lists remaining in my office.

In witness whereof I have hereunto subscribed my name and affixed the seal of said Peoria County court, at the city of Peoria, this 10th day of August A. D. 1875.

[SEAL.] JOHN D. McCLURE, *Clerk.*

	Class A.—Railroad track.								Class B.—Rolling stock.	Class C.—Personal property other than rolling stock.	Class D.—Real estate other than railroad track.					Total in county as listed and assessed.
	Right of way and improvements thereon.		Main.			Side, second, or turn-out.			Total listed value.				Lands.		Lots.			
	Acres.	Listed val.	Length.		Listed value.	Length.		Listed value.		Listed value.	Assessed value.	No. acr's.	Ass'd val.	No. lots.	Ass'd val.	Total assessed value.	
			Miles.	Feet.		Miles.	Feet.										
Peoria and Rock Island R. R. Co	270.92	$3,473	24	2,157	$57,994	....	4,560	$1,368	$62,835	$10,568	$1,891	.....	....	14	$6,800	$8,691	$82,694
Chicago, Burlington and Quincy R. R. Co	445.71	12,924	44	4,431	113,472	7	448	13,121	139,517	63,440	2,100	5.20	57	5	50,300	52,457	255,414
Peoria, Pekin & Jacksonville R. R. Co	88.08	4,255	9	4,555	18,226	2	3,708	4,280	30,061	8,388	135	.....	....	13	11,600	11,735	50,184
Indianapolis, Bloomington and Western R. R. Co	.....	.....	1	4,320	Leased.	....	.....	.....	.....	2,255	600	.....	....	....	.....	600	2,855
Toledo, Peoria & Warsaw R. R. Co	145.82	2,971	12	1,403	29,607	5	4,127	9,158	41,736	30,889	26,610	14.43	570	23	40,000	67,180	139,805
		Leased.	7	2,010													
Chicago, Rock Island and Pacific R. R. Co	261.82	24,425	21	4,521	57,700	5	482	8,961	91,086	26,542	6,115	.....	....	17	17,000	23,115	140,743
									365,235	142,082	37,451	19.63	627	72	125,700	163,778	671,095

In the county court of Peoria County, State of Illinois.

STATE OF ILLINOIS, *Peoria County, ss:*

I, John D. McClure, clerk of the county court in and for said county of Peoria, and State of Illinois, do hereby certify that I have compared the foregoing copy of detailed statement of railroad property in Peoria County for the year 1875, furnished to the State auditor, with a copy thereof remaining in my office, and have found the same to be a correct transcript therefrom.

In testimony whereof I have hereunto set my hand and official seal, at Peoria, this 10th day of August, A. D. 1875.

[SEAL.] JOHN D. McCLURE, *Clerk County Court,*
Pr. JOHN A. WEST, *Deputy Clerk.*

STATE OF ILLINOIS, *Peoria County, ss:*

I hereby certify that the foregoing statement is true and correct, as appears from returns filed in my office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office this 7th day of August, A. D. 1873.

[SEAL.] JOHN D. McCLURE, *Clerk County Court.*

Summary of valuations and taxes in the town of Timber, in Peoria County, Illinois, for the year A. D. 1873.

In whose name listed. Assessor's remarks.	Valuation.	Equalized val. by board sup's.	Equalized val. by State b'd.	State tax.	County tax.	Town tax.	District school tax	District road tax.	Road and bridge tax.	R. R. bond tax.	Dog tax.	Total tax.	Collector's remarks.
	Dollars.	*Dollars.*	*Dollars.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	
Total value of and taxes on lands	340,295	340,295	214,391	771 79	1,286 44	149 84	1,621 58	114 14	364 08	21 63	.....	4,329 50	
" " " " town lots	39,830	39,830	33,062	118 95	198 64	23 07	450 70	23 43	55 70	3 05	.....	873 54	
" " " " personal property	121,910	121,910	108,487	390 28	650 88	76 05	1,078 32	6 16	184 18	10 83	204 00	2,600 70	
	502,035	502,035	355,940	1,281 02	2,135 96	248 96	3,150 60	143 73	603 96	35 51	204 00	7,803 74	
Add back tax of 1869, 1870, 1871, and 1872; int. and cost	.....	.....	.....	36 55	71 24	6 29	115 43	14 83	15 92	1 17	.....	258 43	
	.....	.....	.....	1,317 57	2,207 20	255 25	3,266 03	155 56	619 88	36 68	204 00	8,062 17	176 dogs and 14 sluts.

State ..... tax		1,317 57
County "		2,207 20
Town "		255 25
Road and bridge "		619 88
Railroad bond "		36 68
Dog "		204 00
District school tax, district No.	2, 7 & 8 N., 6 E	236 66
" " " "	2, 7 N., 6 & 7 E	40 90
" " " "	3, 7 & 8 N., 6 E	189 20
" " " "	4	146 20
" " " "	5	270 24
" " " "	6	549 03
" " " "	7	233 11
" " " "	8	154 70
" " " "	9	1,059 75
" " " "	10	127 85
" " " "	11	76 25
" " " "	5, 7, & 8 N., 6 & 7 E	182 14
District road-tax, district No.	1	19 49
" " "	2	23 17
" " "	3	29 83
" " "	4	10 40
" " "	5	28 01
" " "	6	44 66
Total		$8,062 17

Clerk's certificates of the rates of taxes to be levied on assessment of 1873.

STATE OF ILLINOIS,
County of Peoria:

COUNTY CLERK'S OFFICE.

I, John D. McClure, clerk of the county court for said county, do hereby certify that the amount per cent. levied on each one hundred dollars' worth of property, as taxes thereon, in the foregoing roll, in the town of Timber, in said county, for the year 1873, is as follows, to wit

State tax	36	cents	on	$100.
County tax	60	"	"	100.
Town tax	7	"	"	100.
School district No. 2, 7 & 8 N., 6 E	72	"	"	100.
2, 7 N., 6 & 7 E	60	"	"	100.
3, 7 & 8 N., 6 E	70	"	"	100.
4	1 00	"	"	100.
5	60	"	"	100.
6	1 00	"	"	100.
7	87	"	"	100.
8	40	"	"	100.
9	1 90	"	"	100.
10	68	"	"	100.
11	50	"	"	100.
5, 7& 8—6 & 7	60	"	"	100.
Road & bridge tax	17	"	"	100.
Railroad bond "	01	"	"	100.

All of which rates are upon the valuation set down in the foregoing roll, except the rate for road-tax.

The rate for road-tax was fixed by the commissioners of highways on the valuations in the assessment-roll of the town for 1872, as directed by section eleven of article twenty-two of township organization law, and any person wishing to ascertain whether this road-tax is correctly computed must refer to the valuation of the assessment-roll for last year in the town clerk's office.

And I do further certify that the rate of deduction on the assessment of the county made by the State board of equalization for the year 1873 is 37 per centum on lands, 17 per centum on lots, & 11 per cent. on personal property.

Given under my hand and seal of said court, at Peoria, this tenth day of December, A. D. 1873.

[SEAL.] JOHN D. McCLURE, *Clerk.*

STATE OF ILLINOIS,
County of Peoria, ss:

I, John D. McClure, clerk of the county-court in and for said county and State, do hereby certify that the above and foregoing is a true and correct copy of the summary of assessments and taxes in the town of Timber, in said Peoria County, for the year A. D. 1873, and of the clerk's certificate of rates of taxes levied on the assessment of 1873 in the said town of Timber, as the same appear of record on the collector's book of the said township of Timber for the year A. D. 1873, in my office.

In testimony whereof I have hereunto subscribed my name and affixed the seal of the said Peoria County court, at the city of Peoria, this 11th day of August, A. D. 1875.

[SEAL.] JOHN D. McCLURE, *Clerk.*

In whose name listed. Assessor's remarks.	Valuation.	Equalized val. by board sups.	Equalized val. by State bd.	State tax.	County tax.	Town tax.	District school tax.	District road tax.	Road and bridge tax.	R. R. bond tax.	Dog tax.	Total tax.	Collector's remarks.
	Dollars.	*Dollars.*	*Dollars.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	
Total value of and taxes on lands	376, 189	330, 957	189, 601	682 55	1, 137 73	93 83	714 43	.....	189 47	18 99	.....	2, 837 00	
" " " town lots	12, 145	12, 145	10, 085	36 26	60 48	5 11	44 18	.....	10 11	91	.....	157 05	
" " " personal property	90, 789	90, 789	80, 816	290 86	484 85	40 27	317 71	.....	80 74	8 05	139 00	1, 361 48	
	479, 123	403, 891	280, 502	1, 009 67	1, 683 06	139 21	1, 076 32	.....	280 32	27 95	139 00	4, 355 53	
Add back tax of 1871 and 1872, int. and cost	.....	.....	.....	8 80	18 03	2 18	11 25	5 49	3 90	26	.....	49 91	
	.....	.....	.....	1, 018 47	1, 701 09	141 39	1, 087 57	5 49	284 22	28 21	139 00	4, 405 44	131 dogs and 4 sluts.
						Add	19 96	.....	.....	.....	.....	19 96	
							1, 107 53	.....	.....	.....	.....	4, 425 40	

State tax	1, 018 47	
County "	1, 701 09	
Town "	141 39	
Road & bridge "	284 22	
Railroad bond "	28 21	
Dog "	139 00	
District road tax, district No. 1	5 21	
" " " " 2	11	
" " " " 7	17	
District school tax, district No. 1	135 41	Add $8.29 = $143.70.
" " " " " 2, 7 N., 6 & 7 E	193 30	
" " " " " 3	250 64	Add $11.67 = $262.31.
" " " " " 4	331 38	
" " " " " 5, 7 & 8 N., 6 & 7 E	85 77	
" " " " " 6	92 07	
Total	$4, 405 44	
	19 96	Add. diff.
	4, 425 40	

Clerk's certificate of the rates of taxes to be levied on assessment of 1873.

STATE OF ILLINOIS, *County of Peoria:*

COUNTY CLERK'S OFFICE,
City of Peoria.

I, John D. McClure, clerk of the county court for said county, do hereby certify that the amount per cent. levied on each one hundred dollars' worth of property as taxes thereon, in the foregoing roll, in the town of Hollis, in said county, for the year 1873, is as follows, to wit:

State tax	.36	cents	on	$100
County tax	.60	"	"	100
Town tax	.05	"	"	100
School district No. 1	.22	"	"	100
" " 2, 7 N., 6 & 7 E	.60	"	"	100
" " 3	.44	"	"	100
" " 4	.68	"	"	100
" " 5, 7 & 8–6 & 7	.60	"	"	100
" " 6	.15	"	"	100
Road and bridge tax	.10	"	"	100
Railroad bond tax	.01	"	"	100

All of which rates are on the valuations set down in the foregoing roll, except the rate of road tax.

The rate of road tax was fixed by the commissioners of highways on the valuations in the assessment-roll of the town for 1872, as directed by section eleven of article twenty-two of township-organization law; and any person wishing to ascertain whether this road tax is correctly computed must refer to the valuation of the assessment-roll for last year in the town clerk's office. The county board reduced the assessment on lands 20 per cent.

And I do further certify that the rate of deduction on the assessment of the county made by the State board of equalization for the year 1873 is 37 per centum on lands, 17 per cent. on lots, and 11 per cent. on personal property.

Given under my hand and seal of said court at Peoria, the tenth day of December, A. D. 1873.

[SEAL.] JOHN D. McCLURE, *Clerk.*

STATE OF ILLINOIS,
Peoria County, ss:

I, John D. McClure, clerk of the county court in and for said county and State, do hereby certify that the above and foregoing is a true and correct copy of the summary of assessments and taxes in the town of Hollis, in said Peoria County, for the year A. D. 1873, and of the clerk's certificate of rates of taxes levied on the assessment of 1873, in the said town of Hollis, as the same appear of record on the collector's book of the said township of Hollis, for the year A. D. 1873, in my office.

In testimony whereof I have hereunto subscribed my name and affixed the seal of said Peoria County court, at the city of Peoria, this 11th day of August, A. D. 1875.

[SEAL.] JOHN D. McCLURE, *Clerk.*

In whose name listed. Assessor's remarks.	Valuation.	Equalized val. by board sups.	Equalized val. by State b'd.	State tax.	County tax.	Town tax.	District school tax.	District road tax.	Road and bridge tax.	R. R. bond tax.	Dog tax.	Total tax.	Collector's remarks.
	Dollars.	*Dollars.*	*Dollars.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	
Total value of and taxes on lands	712, 010	.....	448, 573	1, 615 07	2, 691 40	403 59	3, 018 44	232 26	1, 883 75	44 89	.....	9, 889 40	
" " " " " " personal property	112, 404	.....	100, 040	360 09	600 15	90 01	668 53	25	420 09	9 90	267 00	2, 416 02	
	824, 414	.....	548, 613	1, 975 16	3, 291 55	493 60	3, 626 97	232 51	2, 303 84	54 79	267 00	12, 305 42	
Add back tax of 1870, 1871, and 1672, int. and costs	.....	.....	.....	17 98	38 10	2 83	27 84	4 83	7 83	45	.....	99 86	
	.....	.....	.....	1, 993 14	3, 329 65	496 43	3, 714 81	237 34	2, 311 67	55 24	267 00	12, 405 28	247 dogs and 10 sluts.

State tax		1, 993 14
County "		3, 329 65
Town "		496 43
Road & bridge "		2, 311 67
Railroad bond tax		55 24
Dog "		267 00
District school tax, district No.	1	92 32
" " " "	2	485 30
" " " "	3	305 18
" " " "	4	312 80
" " " "	5, 7 & 8 N., 6 & 7 E	77 15
" " " "	6	423 45
" " " "	7	452 19
" " " "	8	646 93
" " " "	9	349 59
" " " "	10	558 37
" " " "	6, 8 N., 6 & 7 E	11 53
District road tax, district No.	1	53 92
	2	84
	3	7 74
	4	38 09
	5	6 78
	6	6 76
	7	24 68
	8	9 56

9	28 68
10	12 44
11	31 58
12	6 05
14	2 66
15	8 26
Total	$12, 405 28

Clerk's certificate of the rates of taxes to be levied on assessment of 1873.

STATE OF ILLINOIS, *County of Peoria*:

COUNTY CLERK'S OFFICE, *City of Peoria.*

I, John D. McClure, clerk of the county court for said county, do hereby certify that the amount per cent. levied on each one hundred dollars' worth of property as taxes thereon in the foregoing roll in the town of Limestone, in said county, for the year 1873, is as follows, to wit:

State tax	36	cents	on	$100
County tax	60	"	"	100
Town tax	9	"	"	100
School district No. 1	25	"	"	100
" " " 2	83	"	"	100
" " " 3	42	"	"	100
" " " 4	75	"	"	100
" " " 5, 7, & 8, 6 & 7	60	"	"	100
" " " 6	72	"	"	100
" " " 7	62	"	"	100
" " " 8	1 25	"	"	100
" " " 9	42	"	"	100
" " " 10	1 00	"	"	100
" " " 6, 8 N., 6 & 7 E.	60	"	"	100
Road & bridge tax	42	"	"	100
Railroad bond "	01	"	"	100

All of which rates are upon the valuations set down in the foregoing roll, except the rate for road-tax. The rate for road-tax was fixed by the commissioners of highways on the valuation in the assessment-roll of the town for 1872, as directed by section eleven of article twenty-two of township organization law, and any person wishing to ascertain whether this road-tax is correctly computed must refer to the valuation of the assessment-roll for last year, in the town clerk's office. And I do further certify that the rate of deduction on the assessment of the county, made by the State board of equalization for the year 1873, is 37 per centum on lands, 17 per cent. on lots, and 11 per cent. on personal property.

Given under my hand and seal of said court, at Peoria, this tenth day of December, A. D. 1873.

[SEAL.] JOHN D. McCLURE, *Clerk.*

STATE OF ILLINOIS, *Peoria County, ss:*

I, John D. McClure, clerk of the county court in and for said county and State, do hereby certify that the above and foregoing is a true and correct copy of the summary of assessments and taxes in the town of Limestone, in said Peoria County, for the year 1873, and of the clerk's certificate of rates of taxes levied on the assessment of 1873, in the said town of Limestone, as the same appear of record on the collector's book of the said township of Limestone for the year 1873, in my office.

In testimony whereof I have hereunto subscribed my name and affixed the seal of said Peoria County court, at the city of Peoria, this 11th day of August, A. D. 1875.

[SEAL.] JOHN D. McCLURE, *Clerk.*

Summary of valuations and taxes in the town of Peoria, in Peoria County, Illinois, for the year 1873.

In whose name listed. Assessor's remarks.	Valuation.	Equalized val. by board sup's.	Equalized val. by State b'd.	State tax.	County tax.	Town tax.	Dog tax.	Road and bridge tax.	R. R. bond tax.	Township railroad tax.	City railroad tax.	Total tax.	Collector's remarks.
Total value of and taxes on city	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolle. cts.*	*Dolls. cts.*	
" " " " lots..	8,207,910	.....	6,812,002	24,515 48	40,873 31	8,854 18	.....	3,404 33	680 28	679 73	2,719 42	81,726 73	
" " " " lands.	1,194,520	.....	752,526	2,707 83	4,515 19	978 28	.....	376 38	75 26	75 26	191 34	8,919 54	
" " " " personal property.	3,628,085	.....	3,234,951	11,643 73	19,410 17	4,204 54	651 00	1,616 52	323 91	324 11	1,294 15	39,468 13	
	13,030,515	.....	10,799,479	38,867 04	64,798 67	14,037 00	651 00	5,397 23	1,079 45	1,079 10	4,204 91	130,114 40	
				538 41	950 66	100 62	.....	56 06	17 83	.....	90 74	1,754 32	
				39,405 45	65,749 33	14,137 62	651 00	5,453 29	1,097 28	1,079 10	4,295 65	131,868 72	361 dogs and 145 sluts.
Add corrections, as per list filed with treasurer	.....	.....	64,971	233 87	389 89	84 46	.....	32 52	6 50	6 50	26 00	779 74	
				39,639 32	66,139 22	14,222 08	651 00	5,485 81	1,103 78	1,085 60	4,321 65	132,648 46	

State tax	39,405 45
County "	65,749 33
Town "	14,137 62
Dog "	651 00
Road & bridge tax	5,453 29
Railroad bond "	1,097 28
Township railroad tax	1,079 10
City railroad "	4,295 65
Total	131,868 72
Add amount since added	779 74
	$132,648 46

Clerk's certificates of the rates of taxes to be levied on assessment of 1873.

STATE OF ILLINOIS,
County of Peoria :

COUNTY CLERK'S OFFICE,
Peoria, December 10, '73.

I, John D. McClure, clerk of the county court for said county, do hereby certify that the amount per cent. levied on each one hundred dollars' worth of property as taxes thereon, in the foregoing roll, in the town of Peoria, in said county for the year 1873, is as follows, to wit:

State tax,	36	cents	on	$100.
County tax,	60	"	"	100.
Town tax,	13	"	"	100.
Road & bridge tax,	05	"	"	100.
Railroad bond tax,	01	"	"	100.
Township railroad,	01	"	"	100.
City railroad,	04	"	"	100.

and which rates are on the valuations set down in the foregoing roll.

And I do further certify that the rate of deduction on the assessment of the county made by the State board of equalization for the year 1873 is 3% per centum on lands, 17% on city lots, and 11% on personal property.

Given under my hand and seal of said court, at Peoria, the 10th day of December, A. D. 1873.

[SEAL.] JOHN D. McCLURE, *Clerk.*

STATE OF ILLINOIS,
Peoria County, ss :

I, John D. McClure, clerk of the county court in and for said county and State, do hereby certify that the above and foregoing is a true and correct copy of the summary of assessments and taxes in the town of Peoria, in said Peoria County, for the year A. D. 1873, and of the clerk's certificate of rates of taxes levied on the assessment of 1873 in the said town of Peoria, as the same appear of record on the collector's book of the said township of Peoria for the year A. D. 1873 in my office.

In testimony whereof I have hereunto subscribed my name and affixed the seal of said Peoria County court, at the city of Peoria, this 11th day of August, A. D. 1875.

[SEAL.] JOHN D. McCLURE, *Clerk.*

In whose name listed. Assessor's remarks.	Listed value by railroad co.	Assessment by town assessors.	Equalized val. by State b'd.	36 c. on $100. State tax.	60 c. on $100. County tax.	Town tax.	District school tax.	District road tax.	Road and bridge tax.	R. R. bond tax, 1 c. on each $100.	City R. R. tax.	Town railroad tax.	Total tax.
Township of Limestone, 8 N., 7 E.	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*
Track of the P., P. & J. Railroad over which the T., P. & W. Railroad runs 11,717 feet, class "B," rolling-stock	3,489		6,015					On valuation of 1872.					
Feet.													
Length in school-district No. 6, 3,593			1,845			72c. on $100.	13 28						
" " " " 8,8,124			4,170			$1.25 on $100.	52 13						
" " township.....11,717			6,015	21 65	36 09	9c. on $100. 541	65 41	11 25	42c. on $100. 25 26	60			165 67
Township 8 N., 8 E.													
Class "A," main track	633		1,588										
" " right of way and improvements thereon	1,025												
" " side track	7,843		20,068										
" "B," rolling-stock	5,409		9,325										
" "C," personal prop., (other than rolling-stock)	23,725	26,535	23,616										
" "D," real estate, (lots)	24,200	40,000	33,200								Value in city, $862 98		
Capital stock			2,088								4c. on $100. 35 95	1c. on $100 8 99	1,078 62
Length of T., P. & W. in Peoria township.....1,267 ft	62,835		89,885	323 59	539 31	13c. on $100. 116 85			5c. on $100. 44 94	899			
" " P., P & J. R. R. over which the T., P. & W. R. R. runs....16,897													
18,164													

STATE OF ILLINOIS, *Cook County, ss:*

I, John D. McClure, clerk of the county court in and for said county and State, do hereby certify that the above and foregoing is a true and correct statement of the values of the property of the Toledo, Peoria and Warsaw Railway Co., as listed by said railway company in the several townships through which said railway runs, in the county of Peoria, for taxation in said county for the year A. D. 1873, the assessed value of certain of said property, to wit: the real estate outside of the right of way, and the personal property other than rolling-stock, by the local assessors, and the equalization of all railway property by the State board of equalization, together with the amount of taxes extended and computed on said equalized assessments, and the rates of taxation of each and every kind of tax, as the same appears by the proper evidence on file in my office.

In testimony whereof I have hereunto subscribed my name and affixed the seal of said Peoria County court, at the city of Peoria, this 10th day of August, A. D. 1875.

[SEAL.] JOHN D. McCLURE, *Clerk.*

368 *Statement of assessments of the Toledo, Peoria and Warsaw Railway Co., and taxes thereon for the year A. D. 1873, in the county of Peoria, and State of Illinois.*

In whose name listed. Assessor's remarks.	Listed value by railway co.	Assessment by town assessor.	Equalized val. by State b'd.	36c. on $100, State tax.	60c. on $100, county tax.	Town tax.	District school tax.	District road tax.	Road and bridge tax.	R. R. bond tax, 1c. on each $100.	Total tax.
Township of Hollis. 7 N., 7 E.:	*Dollars.*	*Dollars.*	*Dollars.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*
Class A. Main track	13,505	}	37,602								
Acres 68.92. " " Right of way & improvements on right of way	909	}									
" " Side track	1,007		2,575								
" B. Rolling-stock	12,020		20,723								
" C. Personal prop., other than rolling-stock	30	30	27								
" D. Real estate, lands	40	450	284								
Capital stock			49,447								
	27,511		110,658								
Length in school district No. 1..... 1,340 ft.			4,574			22c. on $100	10 06				
" " " " 2..... 2,864 "			9,779			60c. on $100	58 67				
7 N., 6 & 7 E.:											
" " " 3..... 9,820 "			34,937			44c. on $100	153 72				
" " " 6..... 15,987 "			56,053			15c. on $100	84 08				
" " " 1..... 10,356 "			5,315			22c. on $100	11 69				
Track of P., P. & J. over which T., P. & W. runs. ——											
Total length in townships,... 40,367			110,658	398 37	663 95	5c. on $100, 55 33	318 22		10c. on $100, 110 66	1c. on each $100, 11 07	1,557 00
Township of Timber. 7 N., 6 E.:											
Class A. Main track	15,469	}	41,954								
" " Right of way & improvement on right of way	1,037	}									
" " Side track	309		792								
" B. Rolling-stock	9,971		17,189								
" C. Personal property, other than rolling-stock	30	45	40								
" D. Real estate, lands	40	120	76								
Capital stock			55,171								
	26,856		115,222								

Statement of assessments of the Toledo, Peoria and Warsaw Railway Co., and taxes thereon for the year A. D. 1873, in the county of Peoria, and State of Illinois.—Continued.

In whose name listed. Assessor's remarks.	Listed value by railway co.	Assessment by town assessor.	Equalized val. by State b'd.	36c. on $100, State tax.	60c. on $100, county tax.	Town tax.	District school tax.	District road tax.	Road and bridge tax.	R. R. bond tax, 1c. on each $100.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*
Length in school district No. 5 ... 6,890 feet..	.....	.....	23,521	.....	.....	60c. on $100	141 12	.....	.....	.....	.....
" " " " " 6 ... 4,490 " ..	.....	.....	15,405	.....	.....	$1.00 on $100	154 05	.....	.....	.....	.....
" " " " " 7 ... 1,695 " ..	.....	.....	5,787	.....	.....	87c. on $100	50 35	.....	.....	.....	.....
" " " " " 8 ... 15,050 " ..	.....	.....	52,210	.....	.....	40c. on $100	208 84	.....	.....	.....	.....
" " " " " 11 ... 5,360 " ..	.....	.....	18,299	.....	.....	50c. on $100	91 49	On valuation of 1872, $23,320	.....	.....	.....
Total length in township... 33,485	.....	.....	115,222	414 80	691 33	7c. on $100, 80 65	645 85	30c. on $100, 69 96	17c. on each $100, 195 88	11 52	2,109 99

Detailed statement of railroad property in Fulton County for the year 1873.

Names of railroad.	Class A.—Railroad tax.									Class B.—Rolling-stock, listed value.	Class C.—Personal, other than rolling-stock, ass'd value.	Class D.—Real estate other than R. R. track.					Total in county as listed and assessed.
	Right of way.		Main.			Side, second, or turn-out.			Total listed value.			Lands.		Lots.		Total ass'd value.	
	Acres.	Listed value.	Length. Miles.	Length. Feet.	Listed value.	Lengt'. Miles.	Lengt'. Feet.	Listed value.				No. of acres.	Ass'd value.	No. lots.	Ass'd value.		
Chicago, Burlington & Quincy.	619. 31	6, 193	51	2, 656	131, 119	3	4, 304	7, 050 40	144, 362	72, 868 50	34, 172	18. 04	1, 336	8	3, 500	39, 008	256, 238
Toledo, Peoria & Warsaw...	Lots & 405. 91	4, 149	33	3, 223	81, 427	2	4, 213	4, 433	90, 009	52, 850	16, 330	27. 21	1, 058	3	1, 250	18, 638	161, 497
Rockford, Rock Island & St. Louis.	Lots & 184. 75	2, 272	16	3, 288	30, 719	1	1, 662	1, 389	34, 380	11, 621	7, 225	.....	.....	...	.....	.....	53, 226

N. B.—In the column headed "Right of way and improvements thereon," we simply give number of acres and value. The "improvements thereon," including station-houses, section-houses, water-tanks, &c., are given under Class C as valued by town assessors and equalized by county board.

STATE OF ILLINOIS, *Fulton County, ss:*

I do hereby certify that the foregoing statement is true and correct, as appears from returns filed in my office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office this 13th day of August, A. D. 1873.

[L. S.] JAMES H. STIPP, *Clerk County Court.*

(Endorsed on back:)—Mailed August 14, '73.

370 STATE OF ILLINOIS, *Fulton County, ss:*

CLERK'S OFFICE, COUNTY COURT.

I, Isaiah C. Worley, clerk of the county court in and for said county of Fulton, do hereby certify that the attached instrument is a true and correct copy of the "detailed statement of railroad property in Fulton County for the year 1873," as forwarded to the auditor p. a., Springfield, Illinois, Aug. 14, 1873, as appears from the files of my office.

In witness whereof I hereto subscribe my name and affix my official seal at my office in Lewistown, this 10th day of August, A. D. 1875.

[SEAL.] ISAIAH C. WORLEY, *County Clerk.*

[Copy.—Auditor's Form No. 9.

371 *List of property (other than "railroad track" and "rolling-stock") belonging to railroads in the town of Harris, in the county of Fulton and State of Illinois, assessed for the year* 1873.

*To what railroad company assessed.	Real estate.—Schedule D.									Personal property.—Schedule C.									Total assessed value of all property in Schedules D and C.
	Description.					Value, as listed by R. R. Co.		Fair cash val. as determined by the ass'r.		Description of property.	Where located on May 1st, 1873. Town, city, village.	School district.			Value, as listed by railroad company.		Fair cash val. as determined by ass'r.		Total assessed value of personal property.
	Subdivision of lot, block or section.	Sec.	Tp.	Range.	Acres.	Lands.	Lots.	Lands.	Lots.			No.	Town.	Range.	Tools and materials for repairs.	All other personal property.	Tools and materials for repairs.	All other personal property.	
						Dollars	*Dollars*	*Dollars*	*Dollars*						*Dollars*	*Dollars*	*Dollars*	*Dollars*	*Dollars*	*Dollars*
Toledo, Peoria & Warsaw.	.....	....	...	...	.....	.....	.....	.....	.....	Track-repairers' tools	.....	8 & 9	6	1	20 —	.....	108	108	.....	.....
										Sundries	.....		.....	.....	.....	10	.....	42	.....	.....
										Station & sec. houses, tank, &c.	.....	8 / 9	.....	.....	.....	475	.....	1,200	.....	.....
										R. R. ties	.....	.....	.....	.....	.....	.....	.....	12	.....	.....
										Cord-wood, none	.....	.....	.....	.....	.....	.....	.....	.....	1,362	1,362

(Signed) JOSEPH McLANCE, *Assessor.*

TOWN OF COSS.

Toledo, Peoria & Warsaw.	1,000 × 150 ft. N. s'd; r. of way, S. s'd W. pt. N. W.	28	6	2	3. 45	34 50	.....	40	....	Track-repairers' tools.	.....	.....	6	2	20	.....	33	.....	33	.....
										Sundries	.....	.....	.....	.....	.....	10	.....	10	10	.....
Same	700 × 150 ft. N. s'd; r. of way S. s'd E. pt. E. ½ N. E.	29	6	2	2. 41	24 10	.....	27	....	R. R. ties	.....	.....	.....	.....	.....	.....	.....	5,000	5,000	.....
										Cord-wood	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
										Sec. house, cattle-pen, &c.	.....	.....	.....	.....	.....	70	.....	300	300	.....
																	33	5,310		
Totals.....	.....	....	...	...	.....	.....	.....	67	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,343	5,410

(Signed) P. A. WALTF[illegible] *Assessor.*

TOWN OF PUTMAN.

Toledo, Peoria & Warsaw.	1,075 × 150 ft. N of r. of way, W. pt. N. E. ¼.	12	6	3	4.98	49 80	.....	140	....	Track-repairers' tools.	.....	.....	6 N.	3 E.	20	.....	35	.....	.....	.....
										Sundries	.....	.....	.....	.....	.....	10	.....	50	.....	.....
" " " Cives	780 N. × 700 S. of r. of way × 156 ft. E. pt. N. ½ N. W. ¼	12	6	3	2.55	25 50	.....	68	.....	Sec. & station-houses, &c.,&c., on r. of way.	.....	.....	.....	.....	.....	550	.....	1,450	.....	.....
" " " Cuba	1,440 × 150 ft. N. of r. of way, W. ½ S. W.	17	6	3	4.96	49 60	.....	140	....	R. R. ties	.....	.....	.....	.....	.....	.....	.....	2,400	.....	.....
										Cord-wood	.....	.....	.....	.....	.....	.....	.....	200	.....	.....
Totals	.....	...	...	...	.....	.....	.....	348	.....	.....	.....	.....	.....	.....	.....	.....	35	4,100	4,135	4,483

(Signed) JOHN PITTMAN, *Assessor.*

TOWN OF BUCKHEART.

None	.....	...	...	...	.....	.....	.....	.....	.....	None	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria & Warsaw.	250 × 90 ft. S. of r. of w., E. sd. W. ½ W. W. sec.	35	7 N	4 E	51-100	5 10	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " "	775 × 90 ft. S. of r. of w, E. sd. W. ½ N. W.	35	"	"	1.60	16 —	.....	300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " "	Anderson's add	....	3	4	.....	.....	20	.....	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " "	Wright's "	....	141	....	.....	.....	20	.....	350	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	" "	....	161	....	.....	.....	20	.....	400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	.....	...	...	...	.....	.....		400	1,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria & Warsaw.	1,130 × 100 ft. N. of r. of way, W. pt. S. E. ¼.	27	7	5	2.59	25 90	.....	60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " "	870 × 100 ft. S. of r. of way, S. W.	27	7	5	2	20 —	.....	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " "	675 ft. N. sd. × 875 ft. S. sd. r. of way, & S. & W. pt. E. ½ S. W.	30	7	5	2.66	26 60	.....	133	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	.....	...	...	...	.....	.....	.....	243	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

372 STATE OF ILLINOIS,
Fulton County, ss: CLERK'S OFFICE, COUNTY COURT.

I, Isaiah C. Worley, clerk of the county court in and for said county and State, do hereby certify that each and every of the foregoing is a true and correct copy of the list furnished the town assessors and there returns thereon of Schedules C & D, of the Toledo, Peoria & Warsaw Railroad, for the year 1873, as appears from the records and files of my office.

In testimony whereof I hereunto subscribe my name and affix my official seal, at my office in Lewistown, this 10th day of August, 1875.

[L. S.] ISAIAH C. WORLEY,
County Clerk.

373 Copy.—*Town of Canton, in the county of Fulton, and State of Illinois, assessed for the year* 1873.

PERSONAL PROPERTY, SCHEDULE C.

Description of property.	Where located on May 1st, 1873. Town, city, village.	School district. No.	School district. Town.	School district. Range.	Value as listed by railroad company. Tools and materials for repairs.	Value as listed by railroad company. All other personal property.	Fair cash val. as determined by ass'r. Tools and materials for repairs.	Fair cash val. as determined by ass'r. All other personal property.	Total assessed value of personal property.	Total assessed value of all property in Schedules D and C.
					Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Track repairers' tools	Canton		7	4	20		250			
Sundries						10	(See below.)			
R. R. ties, iron spikes, &c.								450		
Desk, letter-press, clock,								35		
Scales & trucks								65		
Ticket-cases, blanks, & office furn								35		
2 stoves								25		
Station & ft. houses, cattle-pens, &c						895		3,750		
							250	4,360	4,610	6,260

(Signed) W. P. SANQUARY, *Assessor.*

TOWN OF ORION.

Track repairers' tools			7	5	20		20			
Sundries						10		10		
Sec. house, platforms, cattle-pens, &c						95		300		
							20	310		

(Signed) J. B. WHITMORE, *Assessor.*

374 STATE OF ILLINOIS, *Fulton County, ss:*
CLERK'S OFFICE, COUNTY COURT.

I, Isaiah C. Worley, clerk of the county court in and for said county of Fulton, do hereby certify that the instrument to which this is attached is a true and correct abstract of the taxes levied against the Toledo, Peoria & Warsaw Railway in said county for 1873, as appears from the records in my office.

In testimony whereof I hereunto subscribe my name and affix the seal of said court, at my office in Lewistown, in said county, this 14th day of August, A. D. 1875.

[L. S.] ISAIAH C. WORLEY,
County Clerk.

Value as assessed or equalized by State board.		State tax	County tax.	Town tax.	City tax.	Village tax.	District school tax.	Road and bridge tax.	Total rate of taxes in dist.	Tax. School rates.	Tax.	Total tax.
	Dollars.	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls Cts.*	*Dolls. Cts.*	*Dolls. Cts.*
Orion rates		36	37	7						D. 13	2 00	
										" 5	2 00	
										" 7	2 00	
Orion:										" 3	33	
Dist. 13	13,422						268 44		2 80			
5	20,185						403 70		2 80			
7	47,830						956 60		2 80			
3	53,611						176 92		1 13			
Total taxes Orion Tp	135,048	486 18	499 68	74 54			1,805 66	243 09				$3,129 15
Canton rates		36	37	2	33			3		Union.	69	
										D. 4	20	
Canton:												
Union in city	26,363				87 00				1 77			
" out "	40,573						482 93		1 44			
Dist. 4	29,530						59 06		95			
Total taxes Canton Tp	96,466	347 28	356 93	19 30	87 00		541 99	28 94				$1,381 44
Buckheart rates		36	37	1½			20	13	1 07½			
Buckheart:												
Totals dist. 3	38,127	137 26	141 07	5 72			72 26	49 57				$409 88
Putman rates		36	37	2		32		4		Dist. 1	19	
										" 5	21	
Putman:										" 4	1 42	
Dist. 1	44,336						84 24		96			
" 5	37,696						79 16		98			
In Cuba corp " 4	13,360					42 76			2 53	In vil.		
Out " " " 4	39,542						751 21		2 21	Out "		
Total taxes Buckheart Tp	134,934	485 77	499 26	26 99		42 76	914 61	53 97				2,023 36
Cass rates		36	37	10				3		Dist. 3		
										" 2	65	
										" 6	74	
										" 4	82	
										" 5	73	
										" 8		

Abstract of the assessment of the T., P. & W. Ry. Company, &c.—Continued.

Value as assessed or equalized by State board.	State tax.	County tax.	Town tax.	City tax.	Village tax.	District school tax.	Road and bridge tax.	Total rate of taxes in dist.	Tax. School	Tax. rates.	Total tax.
Cass: *Dollars.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*
Dist. 3..... 16,920								86			
" 2..... 16,694						108 51		1 51			
" 6..... 25,796						190 89		1 60			
" 4..... 25,482						208 96		1 68			
" 5..... 6,353						46 38		1 59			
" 8..... 42,252								86			
Total taxes Cass Tp 133,497	480 59	493 94	133 50			554 74	40 05				1,702 82
Harris rates	36	37	8						Dist. 8		
									" 7	1 40	
									" 2	53	
									" 9	75	
Harris:											
Dist. 8..... 42,221								81			
" 7..... 31,408						439 72		2 21			
" 2..... 28,670						151 95		1 34			
" 9..... 45,647						342 35		1 56			
Total taxes Harris Tp 147,946	532 61	547 40	118 35			934 02					2,132 38
Total tax on T., P. & W., in co 686,018	2,469 69	2,538 28	398 40	87 00	42 76	4,827 28	415 62				$10,779 03

376 STATE OF ILLINOIS, *Fulton County, ss:*

CLERK'S OFFICE, COUNTY COURT.

I, Isaiah C. Worley, clerk of the county court in and for said county of Fulton, do hereby certify that the instrument to which this is attached is a correct statement or abstract of the apportionment of the State equalized value of the T., P. & W. Ry. Co. to the different school districts, &c., of the county for the year 1873, as the same is taken from the records of this office.

In testimony whereof I hereunto subscribe my name and affix the seal of said court, at my office in Lewistown, in said county, this 14th day of August, 1875.

[L. S.]

ISAIAH C. WORLEY, *County Court.*

377 FULTON COUNTY.

Apportionment of the State equalized value of the Toledo, Peoria & Warsaw assessment of 1873, to school districts, &c.

Town.	District.	State equalized valuation.				Capital stock.	Total.
		A.	B.	C.	D.		
Orion	13	$4,518	$2,964	.....	.....	5,940	13,422
"	5	6,785	4,462	.....	.....	8,938	20,185
"	7	16,902	10,269	.....	80	20,579	47,830
"	3	18,639	11,527	248	97	23,100	53,611
		46,844	29,222	248	177	58,557	135,048
Canton	4	9,870	6,515	.....	.....	13,115	29,530
"	Union in city	9,341	4,160	3,320	Lands. 300 Lots .. 905	8,337	26,363
"	" out of city	13,896	8,835	138	.....	17,704	40,573
		33,107	19,540	3,458	1,205	39,156	96,466
Buckheart	3	12,835	8,420	.....	.....	16,872	38,127
Putman	1	15,282	9,428	481	254	18,891	44,336
"	5	12,689	8,325	.....	.....	16,682	37,696
"	4 in Cuba	5,004	1,772	3,033	.....	3,551	13,360
"	4 out of "	13,263	8,749	.....	.....	17,530	39,542
		46,238	28,274	3,514	254	56,654	134,934
Cass	3	5,485	3,598	625	.....	7,212	16,920
"	2	5,333	3,499	850	.....	7,012	16,694
"	6	8,501	5,549	625	.....	11,121	25,796
"	4	8,828	5,426	625	29	10,874	25,482
"	5	2,357	1,112	657	.....	2,227	6,353
"	8	14,026	9,184	625	20	18,397	42,252
		44,230	28,368	4,007	49	56,843	133,497
Harris	8	14,509	8,979	740	.....	17,993	42,221
"	7	11,036	6,782	.....	.....	13,590	31,408
"	2	9,651	6,332	.....	.....	12,687	28,670
"	9	15,270	10,019	282	.....	20,076	45,647
T	.....	50,466	32,112	1,022	.....	64,346	147,946
Total in county	.....	233,720	145,936	12,249	1,685	292,428	686,018

(Indorsed:) Fulton County. Exhibit H[8]. Filed Sept. 2, 1875. Wm. H. Bradley, clk.

EXHIBIT H⁹.—J. HOUGH, *U. S. Commissioner N. D. of Ill.*

Detailed statement of railroad property in McDonough County for the year 1873.

	Class A.—Railroad track.									Class B.—Rolling-stock.	Class C.—Personal other than rolling-stock.	Class D.—Real estate other than railroad track.					Total in country as listed and assessed.
	Right of way and improvements thereon.		Main.			Side, second, or turn-out.						Lands.		Lots.			
			Length.			Length.											
	Acres.	Listed value.	Miles.	Feet.	Listed value.	Miles.	Feet.	Listed value.	Total listed value.	Listed value.	Assessed value.	No. of acres.	Assessed value.	No. of lots.	Ass'd value.	Total assessed value.	
Chicago, Burlington and Quincy	477. 73	$14, 530 87	34	172	113, 230 27	6	419	11, 234 65	138, 895 79	48, 565 42	2, 413 44	.....	.....	.....	.....	.....	189, 874 21
Rockford, Rock Island and St. Louis	217. 85	4, 428 50	18	453	36, 217 55	1	76	1, 193 60	42, 089 65	13, 662 75	1, 925 44	.....	.....	.....	.....	.....	57, 677 40
Toledo, Peoria and Warsaw	327. 96	6, 129 60	27	388	66, 839 95	2	31	3, 245 10	76, 215 65	43, 594 69	440 00	35. 15	1, 406	7	400	1, 806	122, 056 34

STATE OF ILLINOIS,
McDonough County, ss:

I hereby certify that the foregoing statement is true and correct, as appears from returns filed in my office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office this 11th day of July, A. D. 1873.

[COUNTY SEAL.]

L. C. WARD,
Clerk County Court.

Detailed statement of railroad property in Hancock County for the year 1873.

Name of railroad.	Class "A."—Railroad track.						Total listed value.	Class B.—Rolling-stock.	Class C.—Personal property other than rolling-stock.	Real estate other than railroad-track.				Total assessed value.	Total in county as listed & assessed.
	Right of way, and improvements thereon.		Main.							Lands.		Lots.			
	Acres.	Listed value.	Length. Feet.	Listed value.	Length. Feet.	Listed value.		Listed value.	Assessed value.	No. acres.	Ass'd value.	No. lots.	Ass'd value.		
Chicago, Burlington & Quincy	561.71	4,500	218,427	121,327	17,088	5,981	111,808	58,530	1,395	1	20	....	.....	1,415	171,753
Toledo, Wabash & Western	212.81	950	117,069	53,580	11,011	3,303	57,833	29,360	1,195	23.26	10,050	....	1,150	12,395	99,588
Toledo, Peoria & Warsaw	474.65	3,767	262,780	123,444	16,479	4,944	132,155	65,973	1,860	32.95	1,880	....	277	3,817	201,945

STATE OF ILLINOIS,
Hancock County, ss:

I, George J. Rogers, county clerk of said county, do hereby certify that the above is a true and correct copy of the detailed statement of railroad property in Hancock County for the year 1873. That the original, of which the foregoing is a copy, was by me sent by mail to the auditor of public accounts of said State, at Springfield, on the 31st day of July, 1873.

Witness my hand and the seal of said office this 12th day of August, 1875.

[SEAL] GEO. J. ROGERS, *Clerk.*

STATE OF ILLINOIS,
Hancock County:

I hereby certify that the foregoing statement is true and correct, as appears from returns filed in my office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office this 31st day of July, A. D. 1873.

[SEAL.] GEORGE J. ROGERS,
Clerk County Court.

Abstract of the valuation of the taxable property of the T., P. & W. R. R., in Hancock County, included in Schedules A & B, for 1873, & the taxes extended thereon.

Township or town.	Rate.	Equalized val. by State b'd.	State tax.	County tax.	Town tax.	District school tax.	District road tax.	Road and bridge tax.	County interest tax.	City interest tax.	School house tax.	City taxes.		Total tax.
												Year.		
		Dollars.	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. c's.*	*Dolls. cts.*	*Dolls. cts.*		*Dolls. cts.*	*Dolls. cts.*
La Harpe Township		116,302	418 69	226 79	37 21	349 94		104 04	81 42				42 76	
Durham "		12,478	44 96	24 35	3 12	41 21			8 74					
Fountain Green "		25,358	91 92	49 45	11 67	63 59		18 51	17 75					
Pilot Grove "		83,652	310 15	163 12	30 12	307 50		40 99	58 56					
Rock Creek "		31,708	114 15	61 83	5 07	40 71	2 51	11 73	22 20					
Prairie "		66,052	237 79	128 80	18 59	147 76		19 50	46 24		76 76		19 13	
Montebello "		85,961	309 46	167 62	31 80	331 00	52 15	201 38	60 17			E	7 05	
Wilcox "		14,815	53 33	28 88	9 33	41 48		19 26	10 37			H	240 72	
Warsaw "		28,253	101 71	55 09	18 08	316 43			19 78	192 12				
Total		464,589	1,672 53	905 93	164 90	1,639 62	54 66	415 41	325 23	192 12	76 76		309 66	5,756 83
La Harpe Town tax rate.	3 2-10 c. on $100													
Durham " " "	2 5-10 c. on $100													
Fountain Green " " "	4 6-10 c. on $100													
Pilot Grove " " "	3 6-10 c. on $100													
Rock Creek " " "	1 6-10 c. on $100													
Prairie " " "	2 8-10 c. on $100													
Montebe " " "	3 7-10 c. on $100													
Wilcox " " "	6 3-10 c. on $100													
Warsaw " " "	6 4-10 c. on $100													
County tax rate	19 5-10 c. on $100													
County interest tax rate	7 c. on $100													
Warsaw City int. rate	68 c. on $100													
State tax rate	36 c. on $100													

No. 2.—*Abstract of the valuation of the capital stock of the T., P. & W. R. R., in Hancock County, for* 1873, *& the taxes extended thereon.*

Township or town.	Rate.	Equalized val. by State b'd.	State tax.	County tax.	Town tax.	District school tax.	District road tax.	Road and bridge tax.	County interest tax.	City interest tax.	School house tax.	City taxes.		Total tax.
												Year.	Dolls. cts.	
		Dollars.	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*	*Dolls. cts.*			*Dolls. cts.*
La Harpe Township		89,230	321 23	174 00	28 55	256 70		82 59	62 47				29 23	
Durham "		9,723	35 00	18 96	2 43	32.09			6 81					
Fountain Green "		19,144	68 92	37 33	8 80	46 72		13 98	13 40					
Pilot Grove "		65,270	234 97	127 28	23 50	241 01		31 99	45 69					
Rock Creek "		24,396	87 82	47 57	3 90	31 52		9 03	17 08					
Prairie "		51,140	184 10	99 73	14 31	113 31		15 26	35 80		54 37		13 74	
Montebello "		68,192	245 49	132 97	25 23	262 58		152 53	47 74			E.	5 58	
Wilcox "		11,747	42 29	22 91	7 40	32 89		15 28	8 22			H.	191 28	
Warsaw "		19,979	71 93	38 96	12 79	223 76			13 99	135 86				
Total		358,821	1,291 75	699 71	126 91	1,240 58		327 66	251 20	135 86	54 37		239 83	4,367 86
La Harpe Town, tax rate	3 2-10 c. on $100													
Durham " " "	2 5-10 c. on $100													
Fountain Green " " "	4 6-10 c. on $100													
Pilot Grove " " "	3 6-10 c. on $100													
Rock Creek " " "	1 6-10 c. on $100													
Prairie " " "	2 8-10 c. on $100													
Montebello " " "	3 7-10 c. on $100													
Wilcox " " "	6 3-10 c. on $100													
Warsaw " " "	6 4-10 c. on $100													
County tax rate	19 5-10 c. on $100													
County interest rate	7 c. on $100													
Warsaw City interest rate	68 c. on $100													
State tax rate	26 c. on $100													

385

No. 3.—SCHEDULE C.

Township or town.	Subdivision of section.	Listed value.	Value of town assessor.	Equalized val. by co. b'd.	Equalized val. by State b'd.	No. of sch. dis.	State tax.	County tax.	Town tax.	District school tax.	Road and bridge tax.	City tax.	County interest tax.	City interest tax.	Total tax.	Rate.
			Dollars.	Dollars.	Dollars.		Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	
La Harpe		125	176	170	139	4	50	27	4	95	.....	21	9	.....	.....	
Durham		30	90	90	74	1	27	14	2	24	.....	.....	5	.....	.....	
Fountain Green		30	35	25	20	7	7	4	1	4	.....	.....	2	.....	.....	
Rock Creek		30	95	95	78	7	28	15	1	8	3	.....	5	.....	.....	
Prairie		30	60	60	49	1	18	10	1	4	2	.....	3	.....	.....	
Montebello		30	200	200	164	2	59	32	6	85	.....	97	11	.....	.....	
Warsaw		730	1,220	1,220	1,000	C	3 60	1 95	64	11 20	.....	.....	70	6 80	.....	
							5 49	2 97	79	13 40	5	1 18	1 05	6 80	31 73	

386

No. 4.—SCHEDULE D.

Township or town.	Subdivision of section.	Listed value.	Value as assessed by town assessor.	Equalized val. by co. b'd.	Equalized val. by State b'd.	No. of sch. dis.	State tax.	County tax.	Town tax.	District school tax.	Road and bridge tax.	City tax.	County interest tax.	City interest tax.	Total tax.	
			Dollars.	Dollars.	Dollars		Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts	Dolls. cts.	
La Harpe		139	1,400	1,400	1,149	7	4 13	2 24	37	6 28	27	1 40	80	.....	.....	
Durdam		9	30	30	25	4	9	5	1	36 8	.....	.....	2	.....	.....	
Fountain Green		70	140	140	115	1	41	22	5	46	8	.....	8	.....	.....	
Pilot Grove		69	135	135	111	2	40	21	3	14	5	.....	8	.....	.....	
Rock Creek		27	27	27	22	3	8	4	1	14 2	1	.....	1	.....	.....	
Prairie		70	200	200	164	7	59	32	5	15	6	.....	11	.....	.....	
Warsaw		25	25	25	20	1	7	4	1	22	.....	.....	1	13	.....	
						6	5 77	3 12	53	7 85	47	1 40	1 11	13	20 38	

No. 4.—SCHEDULE D—Continued.

Township or town.	Subdivision of section.	No. of acres.	Value of tract.	Equalized val. by co. b'd.	Equalized val. by State b'd.	No. of sch. dis.	State tax.	County tax.	Town tax.	District school tax.	Road and bridge tax.	Tax.	Tax.	Tax.	Total tax.	Rate.
			Dollars.	Dollars.	Dollars.		Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	
Durham	Capital stock, district No. 1				9,723					32 09						Dist. school rate, 33c. on $100
	Tangable " " 1				12,488					41 21						" " "
	Total				22,211					73 30						
Fountain Green	Capital stock, district No. 2				4,223					16 88						Dist. school rate, 40c. on $100.
	" " 7				14,921					29 84						" " 20c. on $100.
	Total				19,144					46 72						
Fountain Green	Tangable, district No. 2				6,438					25 74						Dist. school rate, 40c. on $100.
	" " 7				18,920					37 85						" " 20c. on $100.
	Total				25,358					63 59						
388 Pilot Grove	Capital stock, district No. 2				15,793					41 06						Dist. school rate, 26c. on $100.
	" " 3				6,883					17 20						" " 25c. "
	" " 4				17,612					70 45						" " 40c. "
	" " 5				11,859					37 95						" " 32c. "
	" " 6				8,815					49 36						" " 56c. "
	" " 9				4,308					24 99						" " 58c. "
	Total				65,276					241 01						
Pilot Grove	Tangable, district No. 2				21,200					55 12						Dist. school rate, 26c. on $100.
	" " 3				8,691					21 73						" " 25c. "
	" " 4				22,228					88 91						" " 40c. "
	" " 5				14,972					47 91						" " 32c. "

No. 4.—SCHEDULE D—Continued.

Township or town.	Subdivision of section.	No. acres.	Value of tract.	Equalized val. by co. b'd.	Equalized val. by State b'd.	No. of sch. dis.	State tax.	County tax.	Town tax.	District school tax.	Road and bridge tax.	Tax.	Tax.	Tax.	Total tax.	Rate.
			Dollars.	Dollars.	Dollars.		Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	Dolls. cts.	
	" " 6	...	.....	.....	11, 123	...	.....	.....	.....	62 29	.....	.....	.....	.....	.....	" " 56c. "
	" " 9	...	.....	.....	5, 438	...	.....	.....	.....	51 54	.....	.....	.....	.....	.....	" " 58c. "
	Total	...	.....	.....	83, 652	...	.....	.....	.....	307 50	.....	.....	.....	.....	.....	
Rock Creek	Capital stock, district No. 7	...	.....	.....	22, 237	..	.....	.....	.....	22 24	.....	.....	.....	.....	.....	Dist. school rate, 10c. on $100.
	" " 8	...	.....	.....	2, 159	..	.....	.....	.....	9 28	.....	.....	.....	.....	.....	" " 43c. on "
	Total	...	.....	.....	24, 396	..	.....	.....	.....	31 52	.....	.....	.....	.....	.....	
Rock Creek	Tangable, district No. 7	...	.....	.....	28, 983	...	.....	.....	.....	28 99	.....	.....	.....	.....	.....	Dist. school rate, 10c. on $100.
	" " 8	...	.....	.....	2, 725	...	.....	.....	.....	11 72	.....	.....	.....	.....	.....	" " 43c. on "
	Total	...	.....	.....	31, 708	..	.....	.....	.....	40 71	.....	.....	.....	.....	.....	
389 Prairie	Capital stock, district No. 1	...	.....	.....	21, 979	...	.....	.....	.....	19 78	.....	.....	.....	.....	.....	Dist. school rate, 9c. on $100
	" " 3	...	.....	.....	3, 250	...	.....	.....	.....	17 22	.....	.....	.....	.....	.....	" " " 53c. " "
	" " 4	...	.....	.....	20, 474	...	.....	.....	.....	49 13	.....	.....	.....	.....	.....	" " " 24c. " "
	" " 8	...	.....	.....	5, 437	...	.....	.....	.....	27 18	.....	54 37	.....	.....	.....	" " " 50c. " "
		...	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	School-house " 100c. on $100.
	Total	...	.....	.....	51, 140	...	.....	.....	.....	113 31	.....	54 37	.....	.....	.....	
Prairie	Tangable, district No. 1	...	.....	.....	28, 420	...	.....	.....	.....	25 58	.....	.....	.....	.....	.....	Dist. school rate, 9c. on $100.
	" " 3	...	.....	.....	4, 05	...	.....	.....	.....	21 76	.....	.....	.....	.....	.....	" " " 53c. on $100.
	" " 4	...	.....	.....	25, 851	...	.....	.....	.....	62 04	.....	.....	.....	.....	.....	" " " 24c. on $100.
	" " 8	...	.....	.....	7, 676	...	.....	.....	.....	38 38	.....	76 76	.....	.....	.....	" " " 50c. on $100.
	Total	...	.....	.....	66, 052	...	.....	.....	.....	147 76	.....	76 76	.....	.....	.....	

Montebello	Capital stock, district No. 2				10,388					54 02							Dist. school rate, 52c on $100.
	" " 3				22,032					83 72							" " " 38c. on $100.
	" " 4				13,871					83 22							" " " 60c. on $100.
	" " 5				21,901					41 62							" " " 19c. on $100.
	Total				68,192					262 58							
Montebello	Tangable, district No. 2				13,114					68 19							Dist. school rate, 52c. on $100.
	3				27,687					105 21							" " " 38c. on $100.
	4				17,511					105 07							" " " 60c. on $100.
	5				27,649					52 53							" " " 19c. on $100.
	Total				85,961					331 00							
390 Wilcox	Capital stock, district No. 2				11,747					32 89							Dist. school rate, 28c. on $100.
Wilcox	Tangable " " 2				14,815					41 48							" " " 28c. on $100.
Warsaw	Capital stock, district C.				19,979					223 76							" " " 112c. on $100.
Warsaw	Tangable " C.				28,253					316 43							" " " 112c. on $100.

391 *Abstract of the valuation of the tangable property of the T., P. & W., in Hancock County, included in Schedules A & B, upon which city tax was extended.*

Township or town.	Equalized val. by State b'd.	City tax.	Rate.
	Dollars.	*Dolls. cts.*	
La Harpe	28,132	42 76	La Harpe City rate, 15 2-10c. on $100.
Prairie, (Elvaston)	8,696	19 13	Elvaston City rate, 22c. on $100.
Montebello, (Elvaston)	3,205	7 05	Elvaston City rate, 22c. on $100.
Montebello, (Hamilton)	40,801	240 72	Hamilton City rate, 59c. on $100.

392 *Abstract of the valuation of the capital stock of the T., P. & W. R. R., in Hancock County, upon which city tax was extended.*

Township or town.	Equalized val. by State b'd.	City tax.	Rate.
	Dollars.	*Dolls. cts.*	
La Harpe, rate 15 2-10c. on $100	19,232	29 23	La Harpe City rate, 15 2-10c. on $100.
Prairie, (Elvaston)	6,242	13 74	Elvaston City rate, 22c. on $100.
Montebello, (Elvaston)	2,537	5 58	Elvaston City rate, 22c. on $100.
Montebello, (Hamilton)	32,420	191 28	Hamilton City rate, 59c. on $100.

393 *Abstract of the valuation of the tangible property of the T., P. & W. R. R., in Hancock County, included in Schedules A and B, upon which bridge-tax was extended.*

Township or town.	Equalized val. by State b'd.	Road and bridge tax.	Rate.
	Dollars.	*Dolls. cts.*	
La Harpe	88,170	104 04	La Harpe bridge rate, 11 8-10c. on $100.
Ft. Green	25,358	18 51	Fountain Green bridge rate, 7 3-10c. on $100.
Pilot Grove	83,652	40 99	Pilot Grove bridge rate, 4 9-10c. on $100.
Rock Creek	31,708	11 73	Rock Creek bridge rate, 3 7-10c. on $100.
Prairie	57,356	19 50	Prairie bridge rate, 3 4-10c. on $100.
Montebello	41,955	201 38	Montebello bridge rate, 48c. on $100.
Wilcox	14,815	19 26	Wilcox bridge rate, 13c. on $100.
Total	343,014	415 41	

394 *Abstract of the valuation of the capital stock of the T., P. & W. R. R., in Hancock County, upon which bridge-tax was extended.*

Township or town.	Equalized val. by State bd.	Road and bridge tax.	Rate.
	Dollars.	*Dolls. cts.*	
La Harpe	69,998	82 59	La Harpe bridge rate, 11 8-10c. on $100.
Fountain Green	19,144	13 98	Fountain Green bridge rate, 7 3-10c. on $100.
Pilot Grove	65,270	31 99	Pilot Grove bridge rate, 4 9-10c. on $100.
Rock Creek	24,396	9 63	Rock Creek bridge rate, 3 7-10c. on $100.
Prairie	44,878	15 26	Prairie bridge rate, 3 4-10c. on $100.
Montebello	33,235	159 53	Montebello bridge rate, 48c. on $100.
Wilcox	11,747	15 28	Wilcox bridge rate, 13c. on $100.
Total	268,688	327 66	

395 STATE OF ILLINOIS,
Hancock County, ss:

I, George J. Rogers, clerk of the county court within and for the county and State aforesaid, do hereby certify that the foregoing sheets contain a true and correct statement of the property of the Toledo, Peoria and Warsaw Railroad Company, as above set forth and assessed for the year A. D. 1873, and the taxes levied thereon for said year, as therein set forth, which said taxes the treasurer and ex-officio collector of Hancock County is hereby directed to collect in the time and manner as the law directs.

In testimony whereof I have hereunto set my hand and affixed the seal of said county court, at my office in Carthage, this 20 day of December, A. D. 1873.

[SEAL.] GEORGE J. ROGERS,
Co. Clerk.

396 STATE OF ILLINOIS,
Hancock County, ss:

I, George J. Rogers, clerk of the county court within and for the county and State aforesaid, do hereby certify that the above and foregoing statements contain a true and correct copy of the assessment of the property of the Toledo, Peoria & Warsaw Railroad Company, as assessed for the year A. D. 1873, and the taxes levied thereon for said year, as therein set forth, of the different rates of taxation levied for the year 1873, and of the warrant of the county clerk to the county collector of Hancock County, for 1873, as appears from the records and files in my office.

In testimony whereof I have hereunto set my hand and affixed the seal of said county court, at my office in Carthage, this 30 day of August, A. D. 1875.

[SEAL.] GEORGE J. ROGERS,
County Clerk.

Township or town.	Subdivision of section.	Equalized val. by State b'd.	District school-tax.	Rate.
		Dollars.	*Dolls. cts.*	
La Harpe	Capital stock, district No. 2 ..	80	20	Dist. school rate 25 c. on $100.
	" " 3 ..	15,575	20 25	" " " 13 c. " "
	" " 4 ..	19,232	130 78	" " " 68 c. " "
	" " 5 ..	18,389	27 58	" " " 15 c. " "
	" " 6 ..	4,400	6 16	" " " 14 c. " "
	" " 7 ..	22,705	36 33	" " " 16 c. " "
	" " 8 ..	8,849	35 40	" " " 40 c. " "
	Total	89,230	256 70	
La Harpe	.....	.....	.....	.....
La Harpe	Tangable, district No. 2.....	105	26	Dist. school rate 25 c. on $100.
	" " 3.....	19,651	25 54	" " " 13 c. " "
	" " 4.....	28,132	191 30	" " " 68 c. " "
	" " 5.....	23,037	31 56	" " " 15 c. " "
	" " 6.....	5,553	7 77	" " " 14 c. " "
	" " 7.....	28,665	45 84	" " " 16 c. " "
	" " 8.	11,169	44 67	" " " 40 c. " "
	Total	116,302	349 94	

(Endorsed:) Filed Sept. 2, 1875. Wm. H. Bradley, clk.

398 *Detailed statement of railroad property in Henderson County for the year* 1873.

Name of railroads.	Class A. Railroad track.								Class B. Rolling-stock.	Class C. Personal property other than rolling-stock.	Class D. Real estate other than railroad track.				Total in county as listed and assessed.
	Right of way and other improvements thereon.		Main.			Side, second, or turn-out.					Lands.		Chicago, Burlington & Quincy approach to bridge, river, bridge to center of Ill. line.		
	Acres.	Listed value.	Length. Miles.	Length. Feet.	Listed value.	Miles.	Feet.	Listed value.	Total listed value.	Listed value.	Assessed value.	No. acres.	Assessed value.	Feet.	Listed value.	Total assessed value.	
Chicago, Burlington & Quincy R. R	437. 18	7, 871 80	....	171, 110	84, 504 75	....	30, 915	10, 820 25	103, 196 80	45, 850 96	414 40	139. 07	1, 390 70	.....	.....	1, 390 70	150, 852 86
Rockford, Rock Island & St. Louis R. R	363. 50	4, 835	....	77, 906	27, 267 10	....	2, 354	470 80	32, 572 90	10, 314 88	300	.....	.....	.....	.....	.....	43, 187 75
Toledo, Peoria & Warsaw R. R	56. 18	313 90	....	24, 713	11, 120 85	....	1, 704	511 20	11, 945 95	16, 477 98	.....	4. 35	24 25	17, 212	5, 122 24	24 25	33, 570 42
	857. 46	$13, 020 70	....	273, 729	$122, 892 70	....	34, 973	$11, 802 25	$147, 715 65	$72, 643 79	$714 40	143. 92	$1, 414 95	17, 212	$5, 122 24	$1, 414 95	$227, 611 03

STATE OF ILLINOIS,

Henderson County, ss :

I hereby certify that the foregoing statement is true and correct as appears from returns filed in my office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office this 31st day of July, A. D. 1873.

[SEAL.] D. C. HANNA,

Clerk County Court.

STATE OF ILLINOIS,

Henderson County, ss :

I, D. C. Hanna, clerk of the county court in and for said county, in the State aforesaid, do hereby certify that the foregoing is a true and correct copy of the detailed statement of railroad property in Henderson County for the year 1873, and to the auditor of public accounts, at Springfield, Illinois, in compliance with the statutes of the State of Illinois.

In testimony whereof I have hereunto set my hand and affixed the seal of my office, at Oquawka, this tenth day of August, A. D. 1875.

[SEAL.] D. C. HANNA,

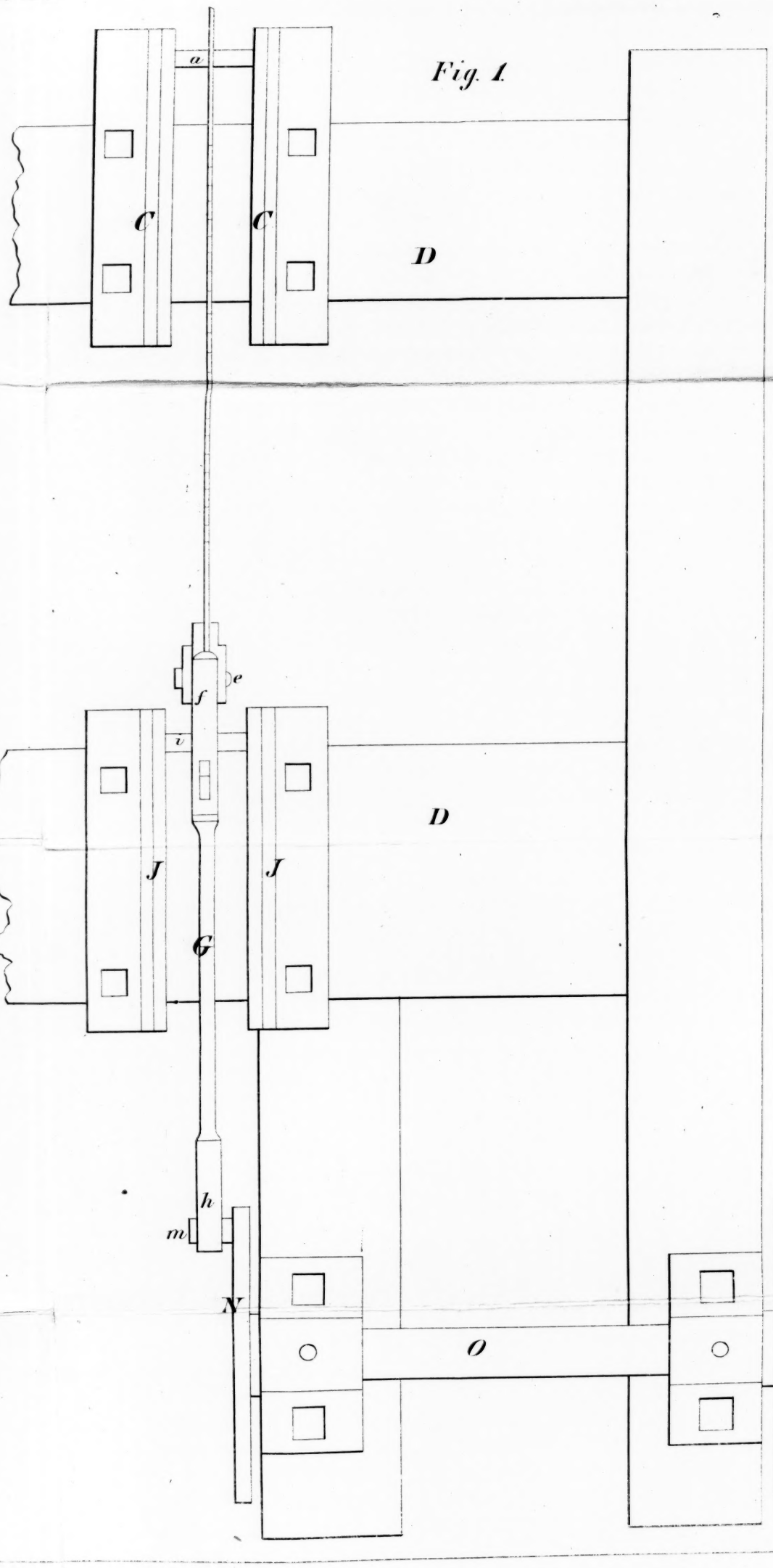
County Clerk.

Palmer Hamilton Saw Mill.

Patented Dec 5. 1865.

No 51,310.

Fig. 1.



No 280. Ives & al vs. Hamilton Page 43.

Fig. 3

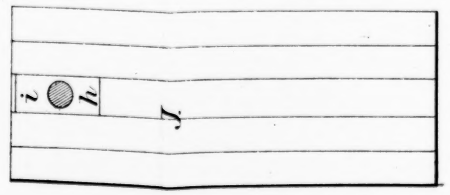
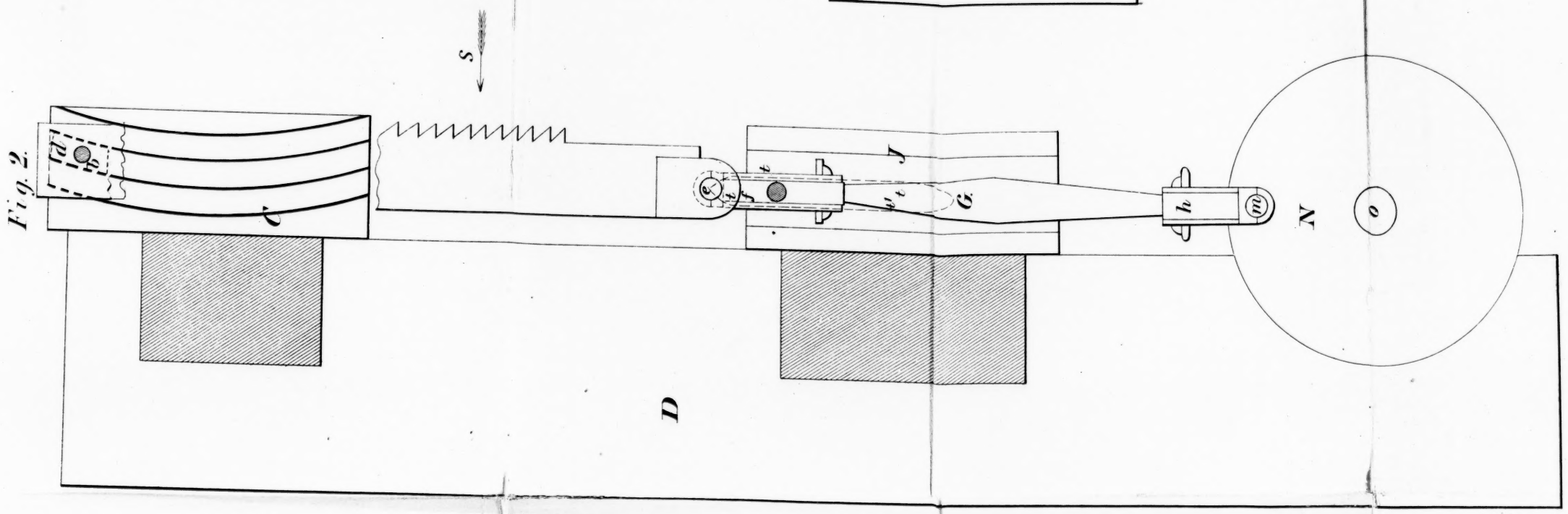
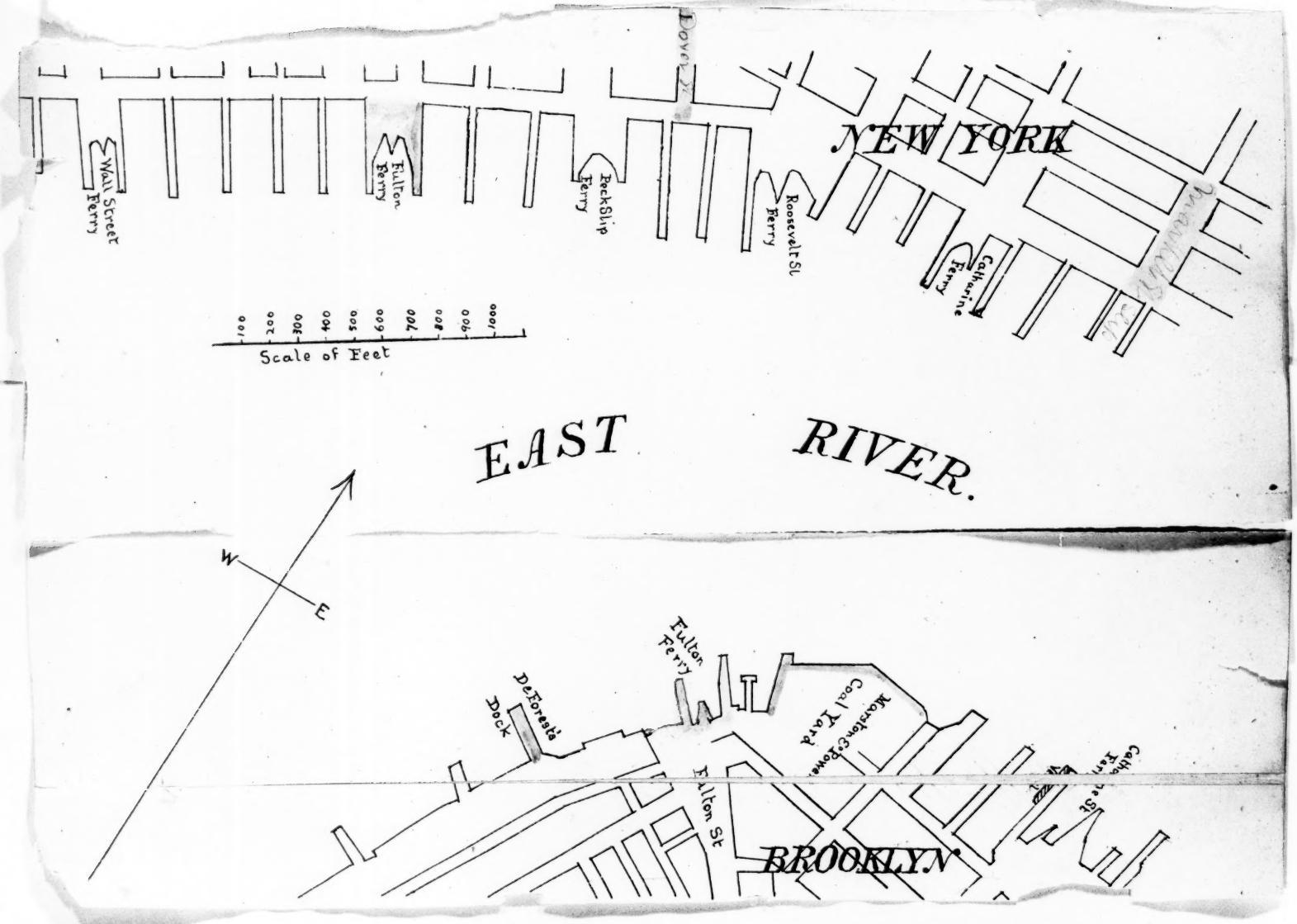
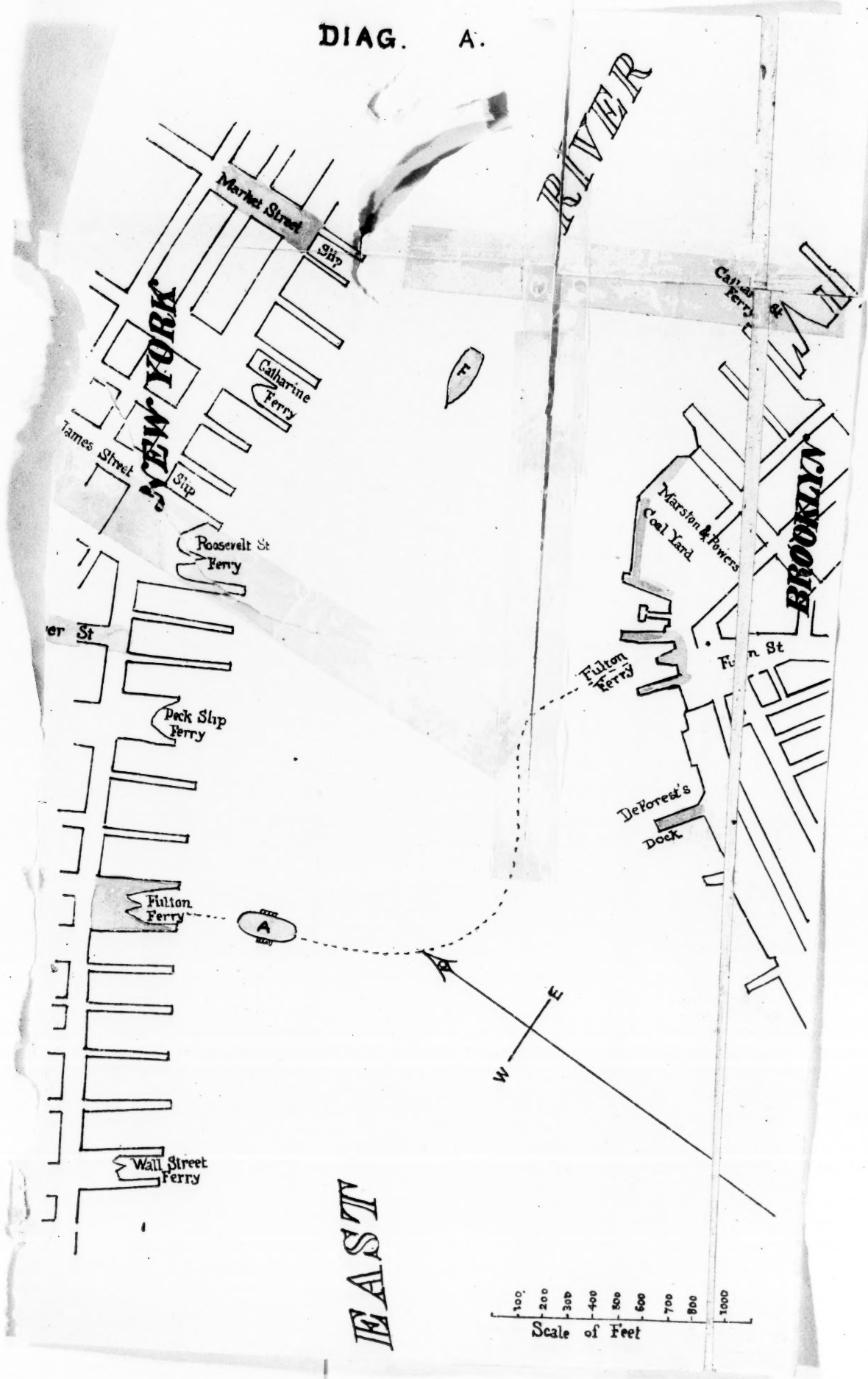


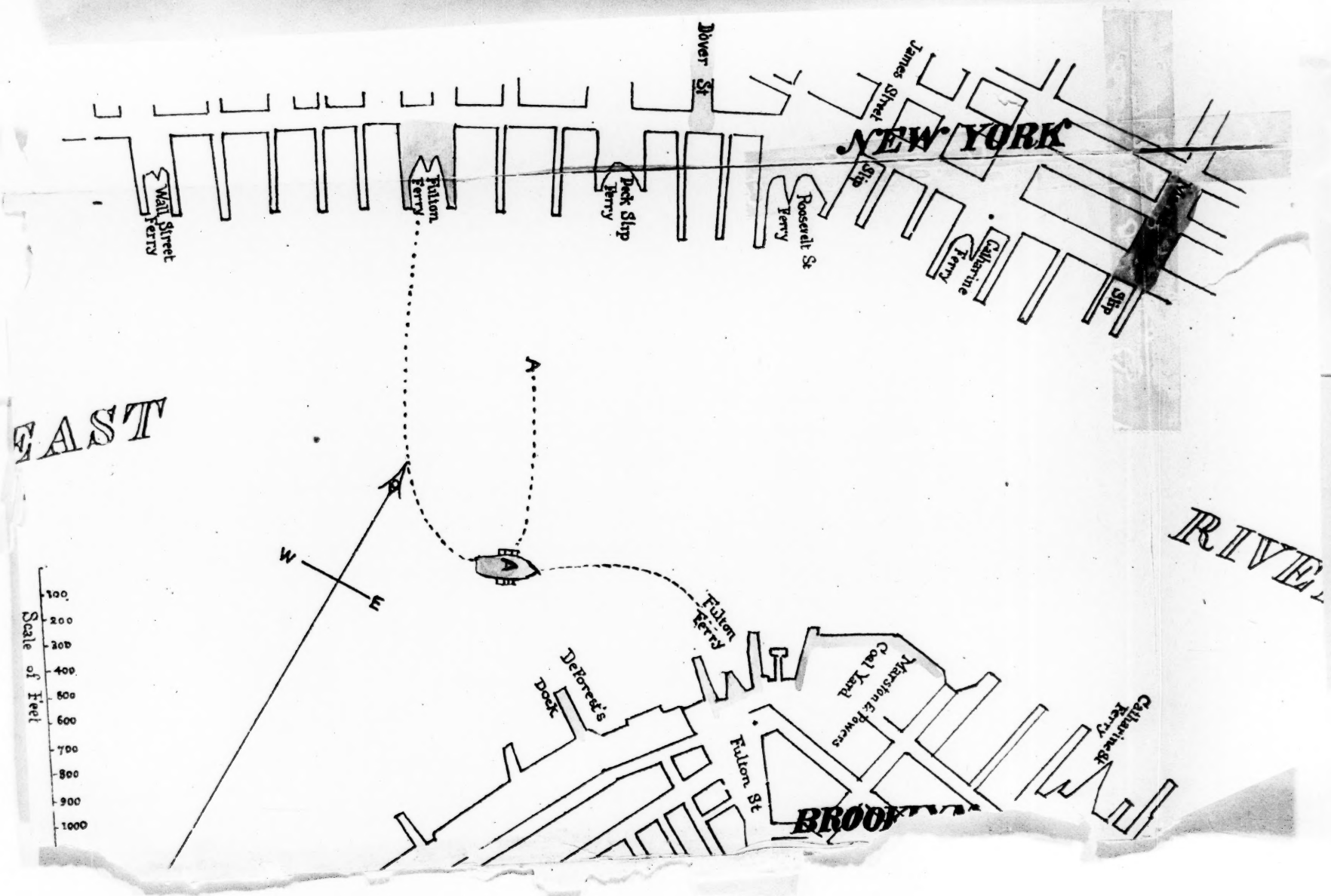
Fig. 2.

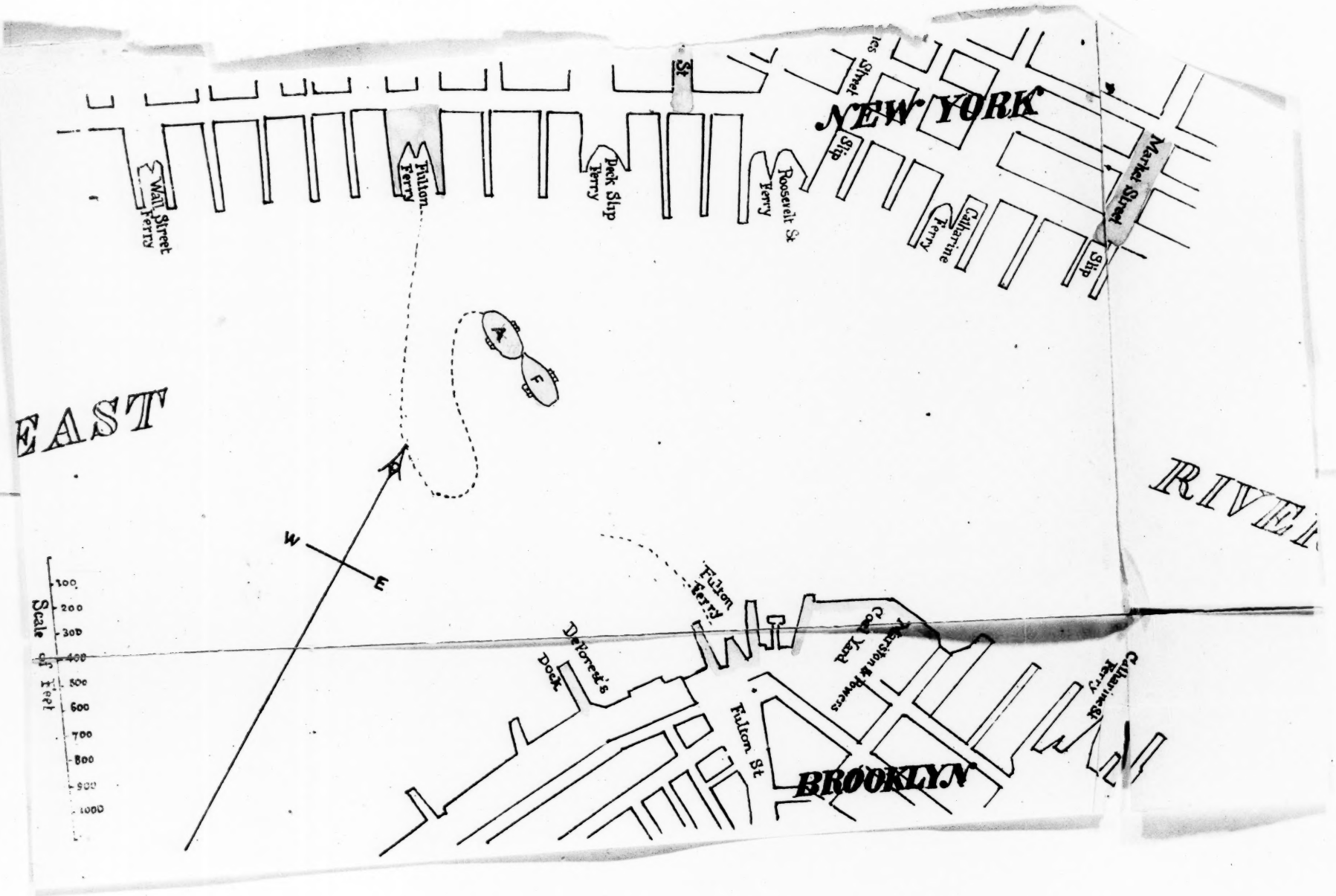



Dover St
NEW YORK
Wall Street Ferry
Fulton Ferry
Peck Slip Ferry
Roosevelt St Ferry
Catharine Ferry
Scale of Feet
EAST RIVER.
W
E
Fulton Ferry
DeForest's Dock
Fulton St
BROOKLYN

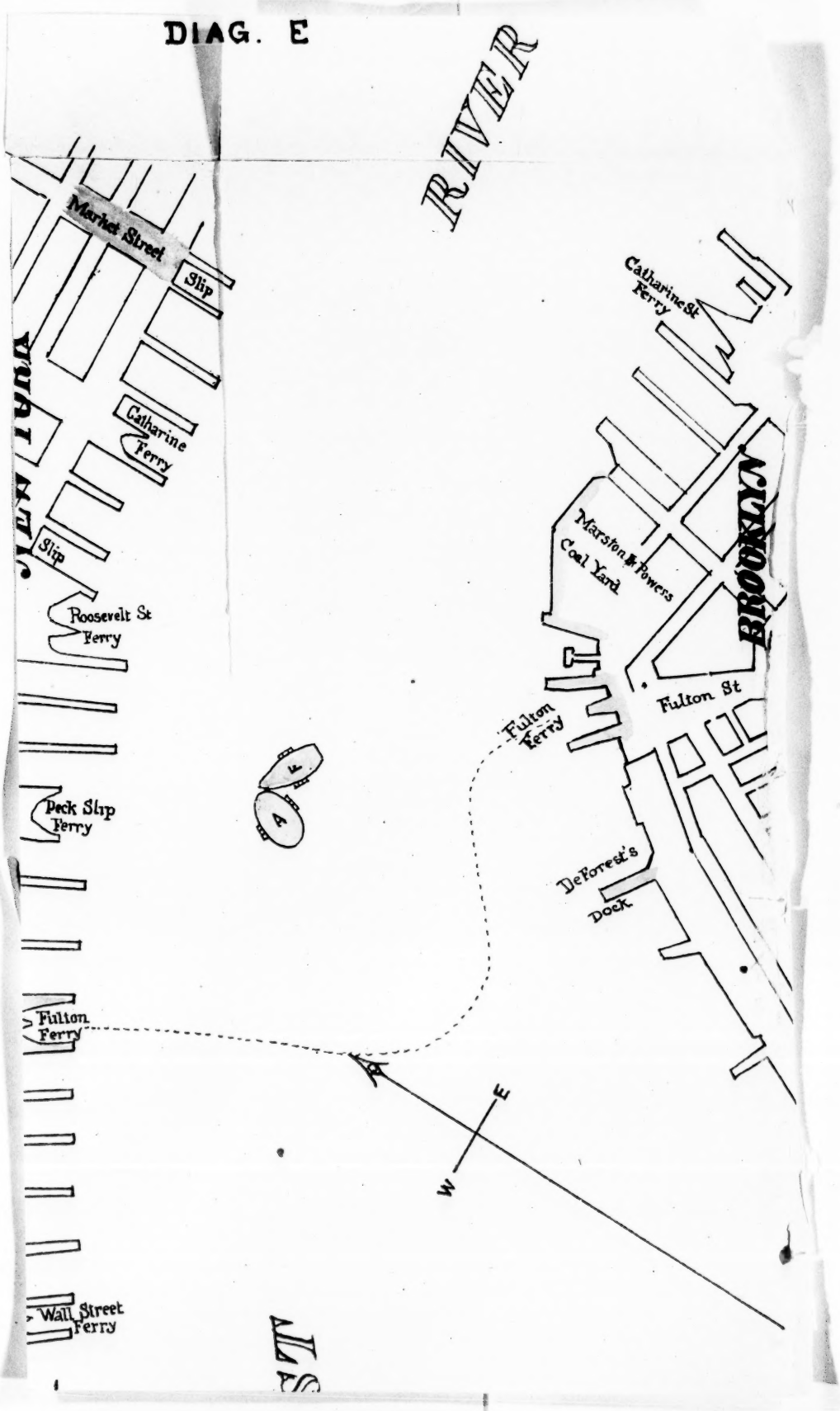
DIAG. A.


EAST RIVER
NEW YORK
BROOKLYN
Market Street
Slip
Catharine Ferry
James Street
Slip
Roosevelt St Ferry
Pack Slip Ferry
Fulton Ferry
Wall Street Ferry
Marston & Powers Coal Yard
Fulton St
Fulton Ferry
DeForest's Dock
A
N
E
W
100 200 300 400 500 600 700 800 1000
Scale of Feet


Dover St
James Street
NEW YORK
Wall Street Ferry
Fulton Ferry
Peck Slip Ferry
Roosevelt St Ferry
Slip
Catharine Ferry
Slip
EAST
RIVER
A
N
W
E
Fulton Ferry
DeForest's Dock
Marston & Bowers Coal Yard
Fulton St
Catharine St Ferry
BROOK
Scale of Feet
100
200
300
400
500
600
700
800
900
1000


NEW YORK
EAST
RIVER
BROOKLYN
Wall Street Ferry
Fulton Ferry
Peck Slip Ferry
Roosevelt St Ferry
Catharine Ferry
Market Street
Fulton Ferry
DeFlorest's Dock
Fulton St
Scale of Feet
100
200
300
400
500
600
700
800
900
1000

Dover St
James Street
NEW YORK
Wall Street Ferry
Fulton Ferry
Peck Slip Ferry
Roosevelt St Ferry
Slip
Catharine Ferry
Market Street
Slip
T
W
E
A
F
RIVE
Fulton Ferry
DeForest's Dock
Marshall Hotchkiss
Fulton St
Catharine St Ferry
BROOKLYN


DIAG. E
RIVER
Market Street
Slip
Catharine Ferry
Slip
Roosevelt St Ferry
Peck Slip Ferry
Fulton Ferry
Wall Street Ferry
Catharine St Ferry
Marston & Powers Coal Yard
BROOKLYN
Fulton St
Fulton Ferry
DeForest's Dock
E
W

4 50 K

Arroyo de la Fuente
Camino Real
Arroyo de los Lobos
Arroyo de la Laguna
Suerte y Lomeno
Mar
Plaza de Lopez y Planta Cuadrada de 1500 v

Diseno del Rancho de las Animas

Nº 185. Miller et al. vs. Dale et al. Page 43

Lindero del Rancho de S. Francisco de las Llagas.

Loma

Lineres

Arroyo de las Llagas y Lindero con el Rancho de S. Ysidro

Sienegas

Sienegas

Camino la Ley San Juan Bautista Pª el Pueblo de San Jose Guadalupe

Arroyo

Carneadero

Ojo de agua

Ojo de agua

Ojo de agua

Roblar

Lindero

Pescadero

SIERRA MADRE

Arroyo del

Posas

Lindero del Rancho de la Brea de S. Juan Bautista.

Escala de una Legua.

No 185. { Miller et al vs: Dale et al } Page 132.

"Filed Nov: 23d 1859" - "W. H. Cheners Clerk."

Plot referred to as "Official Survey" in No 17 Order setting aside Survey of Las Animas.

MAP
OF THE RANCH OF
LAS ANIMAS,
SANTA CLARA COUNTY.

Confirmed to the Heirs of
JOSE MARIA SANCHEZ.
Surveyed by J. Wallace,
U. S. Dep^y Surveyor.
April & May 1858.
Containing Acres.

I hereby Certify this to be a full, true and Correct Copy of an original Plat on file in this Office.
U. S. Surveyor General's Office,
San Francisco, California,
January 11th 1861.

J. W. Mundeville
U. S. Surv. Gen'l. Cala.

Las Llagas Ranch
Sec. 24 Sec. 19
Sec. 25 Sec. 30
Corner of the Llagas & Polka Ranches. Sycamore tree 1^ch N. 78¾° from true Cor. L. A. No 12
Post L A No 77
Tomista de las Linares
Road from San Jose
62.46
1500
650
48.20
Post
Sec. 25. Sec 36
Sec 2. Sec 1
R. 3. E. T. 10 S.
R. 4 E. T. 10 S.
R. 3 E. T. 11 S.
R. 4 E T 11 S.
Solis Ranch
San Ysidro Las Llagas Creek
Variation 15°30'
Large Oak L. A. No 9
Ravine
Top of Ridge
Post L A No 10
Carnadero Creek
Slake L R
Timber Road leading toward San Juan
Dividing Ridge
Large Redwood L. A. No 1
Main Branch
Salsipuedes Ranch
Piscadero Creek
Live Oak
Swamp Valley
Public Land
Scale: 40 Chains to One Inch
Direction from large Redwood in the Sierra to Post L. A. No 5
Cottonwood L A No 6
Field Post L A No 5
Sycamore Tree L A No 4
Deep Ravine
Swamp and Willows
Juristac Ranch
Witness Post L. A. No 2
Willow Swamp
1600
Qualtre Sauces (Four Willows)
L A No 1. Also Corner of Ysidro Rancho
Carnadero Creek
PAJARO RIVER.

Boundaries.

No	Course	Dist.	No	Course	Dist.
1	S. 52¼ W.	21.60	32	S. 17½ E.	24.00
2	S. 35¾ W.	22.80	33	S. 8½ W.	5.35
3	S. 14¾ E.	27.00	34	S. 17½ W.	30.00
4	S. 20 W.	50.00	35	S. 18½ E.	34.00
5	S. 51 W.	27.00	36	S. 24½ W.	10.57
6	N. 63 W.	97.04	37	S. 27 E.	26.00
7	N. 83¾ W.	56.10	38	S. 65¾ E.	10.00
8	N. 71½ W.	53.50	39	S. 17 E.	14.77
9	S. 80½ W.	301.50	40	S. 1¾ E.	14.00
10	N. 27 W.	2.00	41	S. 24¼ W.	11.60
11	N. 46 W.	8.40	42	S. 25 E.	8.29
12	N. 12 E.	7.70	43	S. 51¼ E.	12.00
13	N. 22 W.	7.00	44	S. 86¾ E.	8.00
14	N. 45 W.	10.00	45	S. 42½ E.	11.43
15	N. 37 W.	16.00	46	S. 40½ E.	8.70
16	N. 45 W.	22.50	47	S. 7 W.	5.00
17	N. 66 W.	5.00	48	S. 27½ E.	6.00
18	N. 47 W.	8.50	49	S. 28¾ E.	8.00
19	N. 30 W.	17.90	50	S. 66¾ E.	3.50
20	N. 22 W.	4.10	51	S. 21¼ W.	4.00
21	N. 46½ W.	18.20	52	S. 58¼ E.	7.10
22	S. 88 W.	5.60	53	S. 8½ W.	10.30
23	N. 42 W.	75.70	54	S. 28. E.	4.00
24	North	100.75	55	S. 41½ E.	4.00
25	East	282.92	56	S. 34¼ E	6.80
26	N. 4½ E	172.25	57	S. 35 E.	97.00
27	N. 78¾ E.	186.00	58	S. 5 E.	13.00
28	S. 37 E.	11.00	59	S. 20 E.	15.50
29	S. 70¾ E.	18.00	60	S. 41 E.	26.00
30	S. 10½ E.	11.50	61	S. 35. E.	36.00
31	S. 50 E.	22.00			

Red Wood Tree

S. 88 3/4 W.

Las Animas

Line marked erroneously

Rock mound on high hill

Rancho

S. 72° E. 125 chs.

Lone sycamore tree

Las Animas Rancho

Oak Tree

T. 11. S. R. 3. E.

T. 11. S. R. 4. E.

Salsipuedes

"Exhibit Barker No 1."

Referred to in No 17. Order setting aside Survey of Las Animas.

Pescadero Creek

Rancho

Rancho

1.

Juristac

Pajaro River

Pajaro River

No 185. Miller et al vs. Dale et al Page 132.

12.

7.

13.

18.

T. 12. S. R. 3. E.

T. 12. S. R. 4. E.

Rancho Las Aromitas y Agua Caliente

confirmed to F. A. Mc Dougall et al.

Containing 8659 65/100 Acres.

Var. 13° 28' E.

24.

19.

25.

30.

Line marked erroneously

U. S. Surveyor General's Office,
San Francisco, California.

I hereby certify this Sketch to be a correct delineation of the general course of the Pajaro River and of the Pescaderos Creek and also of the boundary lines of the Rancho "Las Aromitas y Agua Caliente" as the Survey on file in this Office.

In witness whereof I have hereunto signed my name and caused the Seal of this Office to be affixed this 13th day of February 1861

Seal.

U. S. Surv. Gen'l, Cal.

36.

31.

T. 13. S. A. S. E.

T. 13. S. R. 4. E.

18— Plat of Las Animas attached to Decree of the District Court.

No 185. { Miller et al vs. Dale et al. } Page 133.

No 136.

Dist. Court U. S.
Nor. Dist. Calª

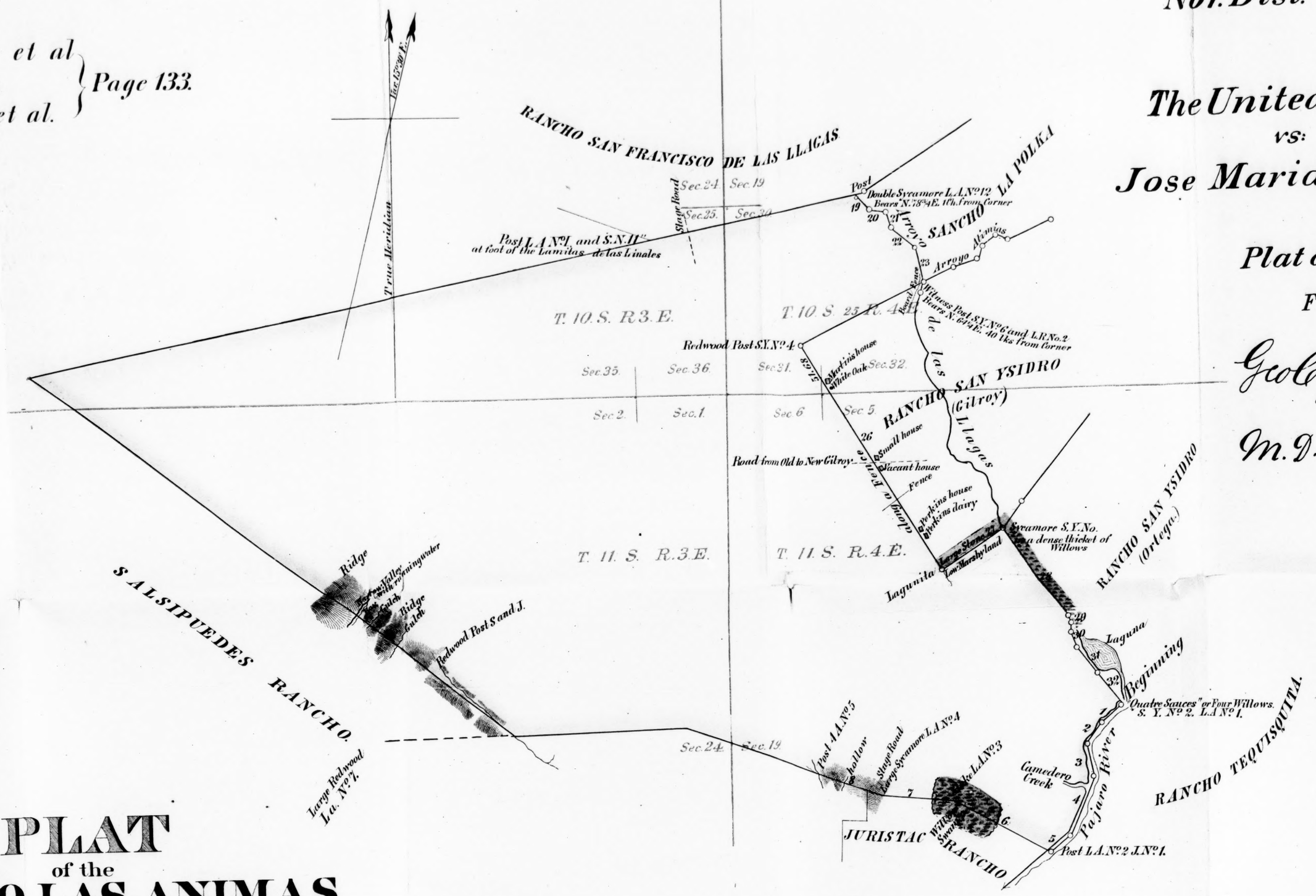
The United States
vs:
Jose Maria Sanchez.

Plat of Survey.

Filed June 6th 1815.

Geo C Gorham
Clk.

M. D. Ault Sullivan
Deputy



PLAT
of the
RANCHO LAS ANIMAS

Finally confirmed to the
Heirs of Jose Maria Sanchez
As located by the
U. S. SURVEYR GENL
From Field Notes on Record in the Office.
January 1865.

Scale: 80 Chains to the Inch.

Variation 15°30' East.

Seal.

Stamp

I certify that this Plat is a correct location of the Rancho "Las Animas in accordance with the decree of the U. S. Dist. Court dated January 26, 1864.

U. S. Surveyor General's Office,
San Francisco, California,
June 6th 1865.

L Upson
U. S. Surv. Gen. Cal.

Approved June 10. 1865.

Ogden Hoffman

Dist. Judge.

"Exhibit A. S."-

PLAT
of the
RANCHO LAS ANIMAS,

finally confirmed to

The Heirs of Jose Maria Sanchez.

Surveyed under instructions from the

U. S. SURVEYOR GENERAL,

by

E. H. Dyer, Dep.y Surv.r

August 1867.

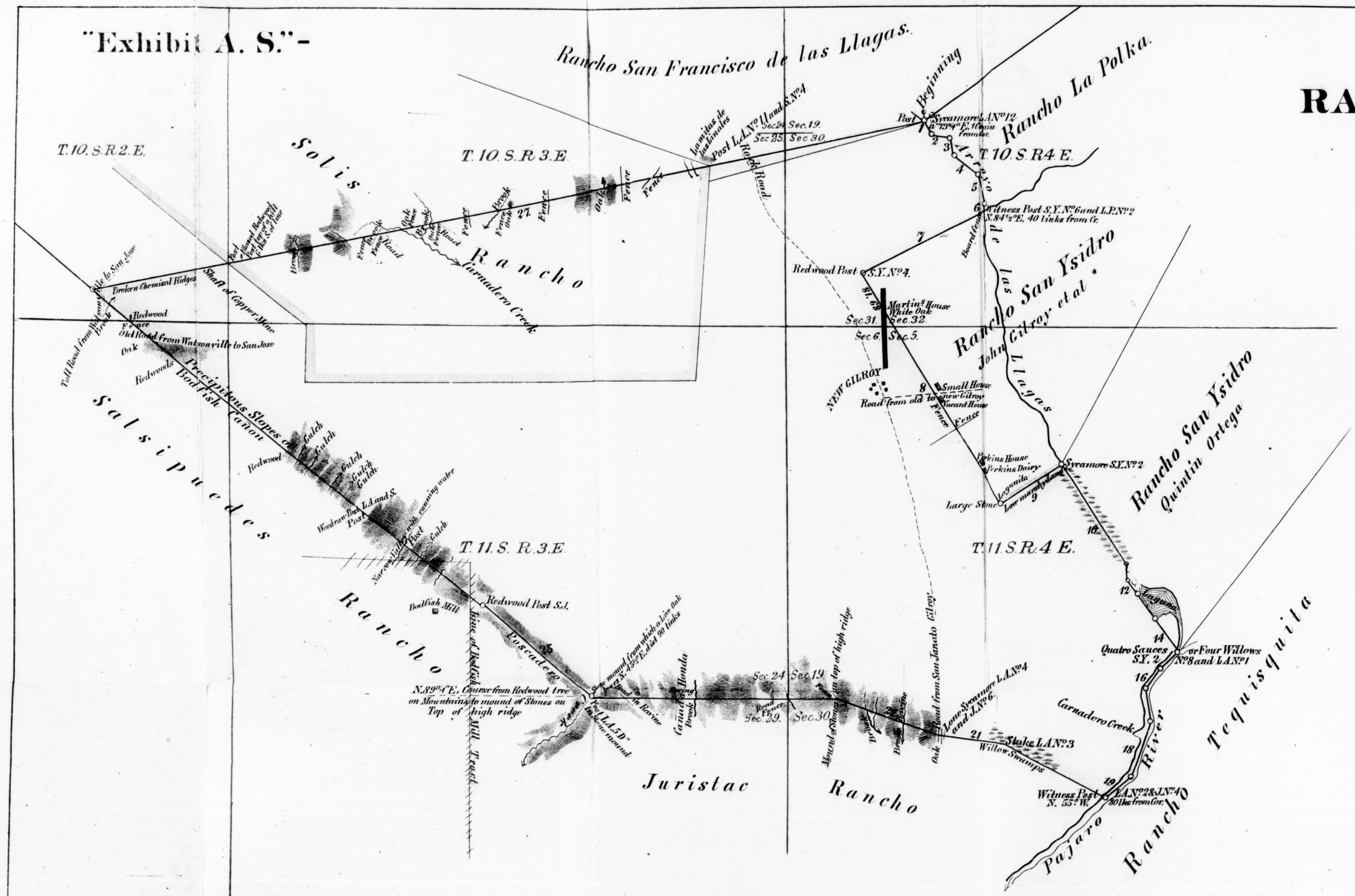
in exact accordance with Decree of U.S District Court of Jan.y 26th 1864

Containing 2660.7 54/100 Acres.

Scale: 80 ch.s to one inch

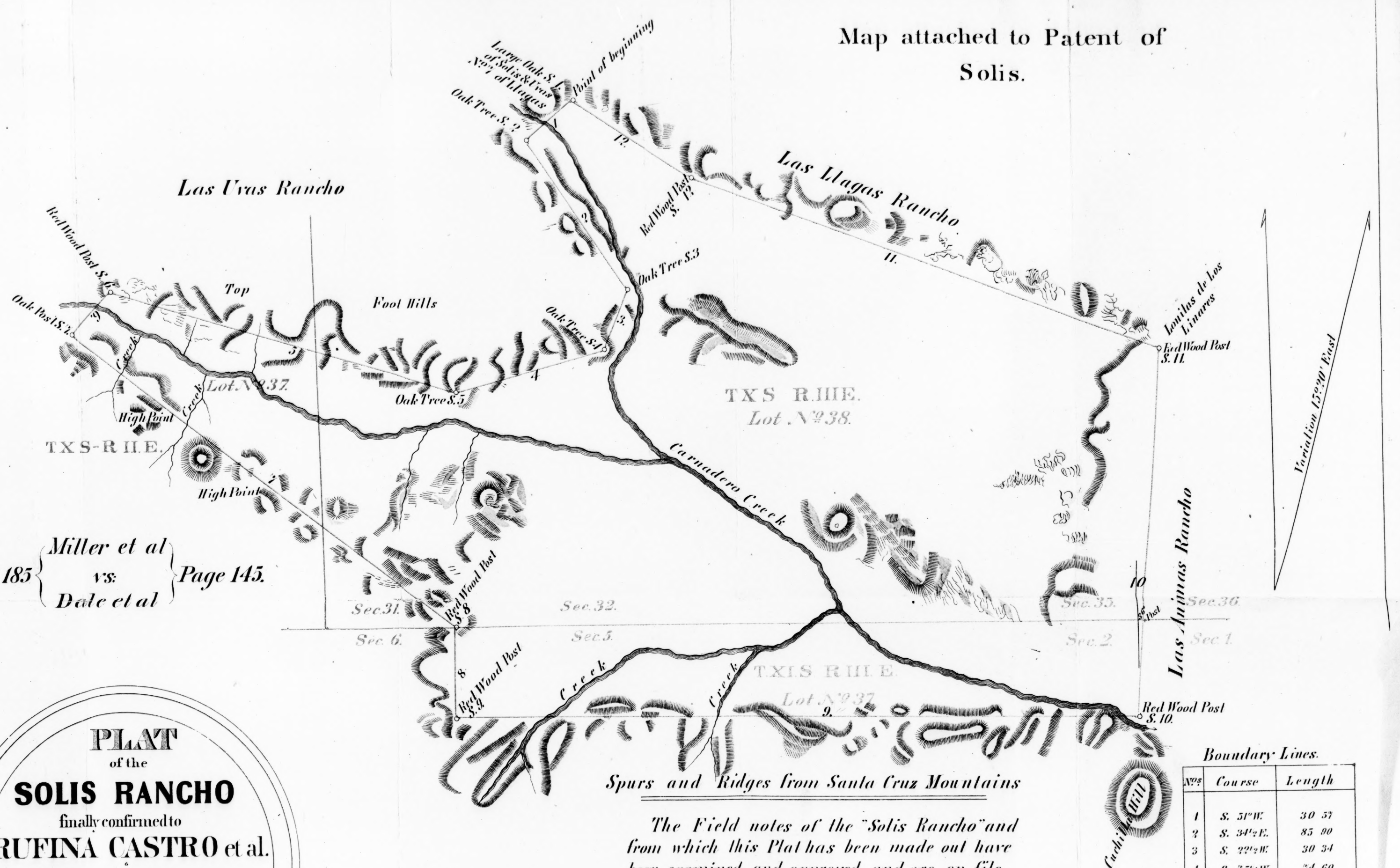
Magnetic Variation 15° 45' East.

No. 185. Miller et al vs. Dale et al Page 137.



Boundaries.					
No.	Course	Distance	No.	Course	Distance
1	S. 37° E.	11.00	15	S. 52½° W.	21.60
2	S. 72¾ E.	18.00	16	S. 35¾ W.	22.80
3	S. 10½ E.	11.50	17	S. 14¾ E.	27.00
4	S. 50 E.	29.00	18	S. 20 W.	50.00
5	S. 17½ E.	24.00	19	S. 51 W.	27.00
6	S. 8½ W.	5.35	20	N. 63 W.	37.00
7	S. 64½ W.	120.00	21	N. 83¼ W.	56.10
8	S. 32 E.	227.88	22	N 72½ W.	100.88
9	N. 57¾ E.	64.35	23	S. 89¾ W.	212.37
10	S. 35 E.	97.00	24	N. 32 E.	2.10
11	S. 5 E.	13.00	25	N. 50 W.	120.75
12	S. 20 E.	15.50	26	N. 52¼ W.	424.80
13	S. 41 E.	26.00	27	N. 78¾ E.	730.07
14	S. 35 E.	36.00			

Map attached to Patent of Solis.



No. 185 { Miller et al vs: Dale et al } Page 145.

PLAT
of the
SOLIS RANCHO
finally confirmed to
RUFINA CASTRO et al.
Surveyed under the orders of the
U. S. SURVEYOR GENERAL.
By
J. Wallace, Dep. Surv.
March 1858.
Containing 8875 46/100 Acres.
Scale: 40 chs. to an inch
Drawn by A. Z.

Spurs and Ridges from Santa Cruz Mountains

The Field notes of the "Solis Rancho" and from which this Plat has been made out have been examined and approved and are on file in this office.

U. S. Surveyor Generals Office,
San Francisco California,
April 3rd 1858.

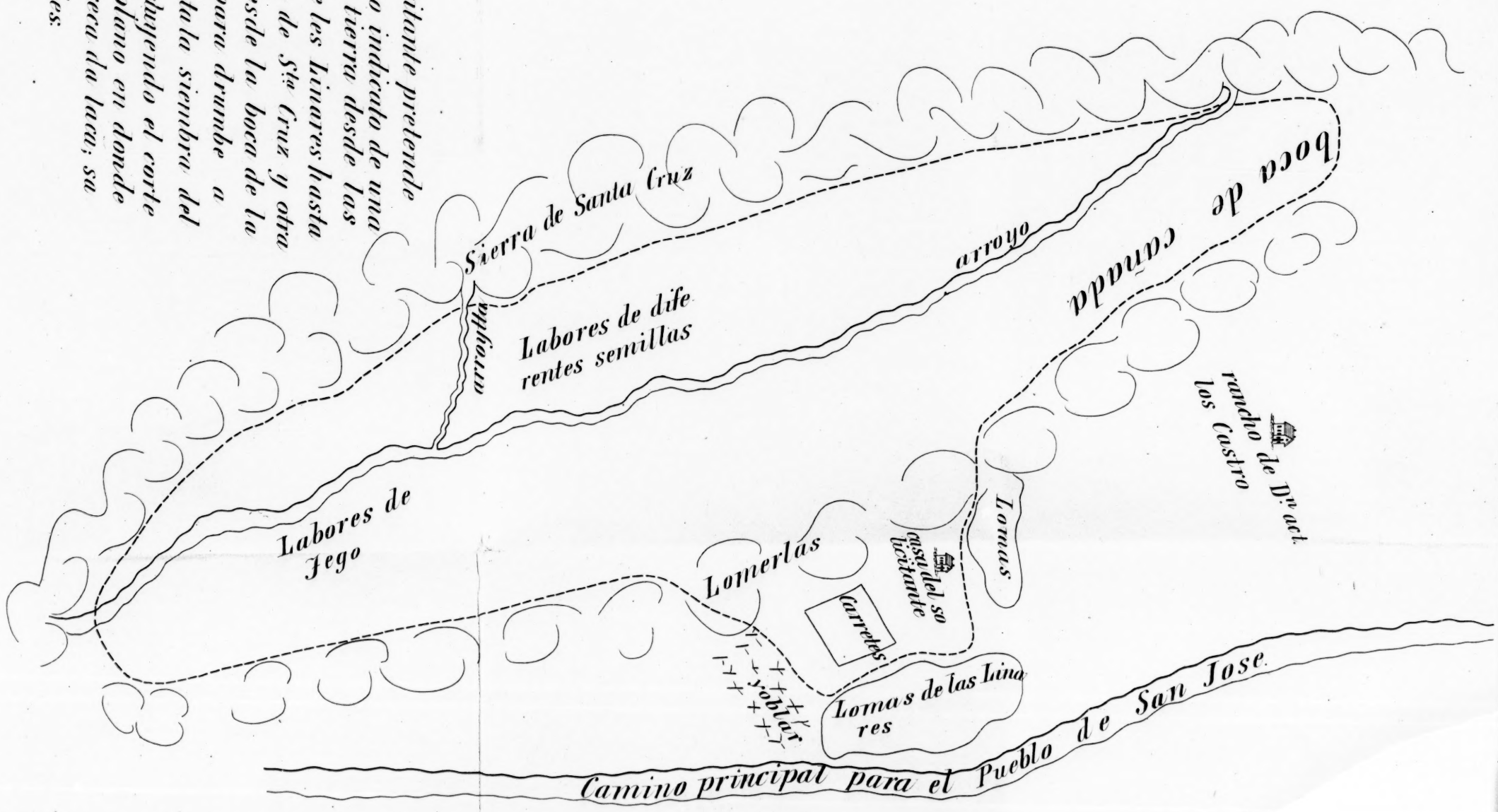
L. S.

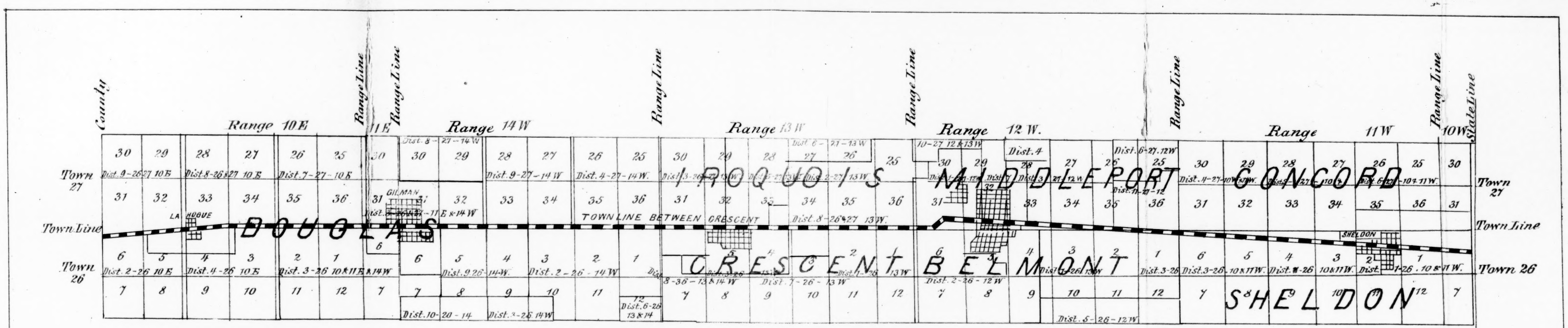
J. W. Mandeville
U. S. Surv. Gen. Cal.

Boundary Lines.

Nos	Course	Length
1	S. 51° W.	30 57
2	S. 34½ E.	85 90
3	S. 22½ W.	30 34
4	S. 75¼ W.	74 60
5	N. 74¼ W.	178 00
6	S. 49½ W.	28 "
7	S. 52½ E.	237 "
8	South	46 20
9	East	337 77
10	N. 4½ E.	179 25
11	N. 30¼ W.	247 00
12	N. 57¼ W.	66 50

El Solecitante pretende el terreno indicado de una legua de tierra desde las lomas de les Linares hasta la Sierra de Stª Cruz y otra legua desde la boca de la cañada para drumbe a donde esta la siembra del Jego incluyendo el corte terreno plano en donde esta pedrera da lara; se y corrales.





Explanations:

This plat represents two tiers of Sections on either side of the town line between towns 26 & 27 the red lines representing Section lines and the black lines representing School District Lines. The Toledo Peoria and Warsaw Railroad runs nearly parallel with said Town Line. Between Sections 35 & 36 Town 27 R 14 W & Sect. 1 & 2 Town 26 R. 14 W and also between Secs. 31, 32, 33, 34 & 35 Town 27 R 13 W & Secs. 2, 3, 4, 5 & 6 Town 26 R. 13 W the said Road or Right of Way lies just on the said Town line – about 2/3 of the 100 ft in width – lying North of line & 1/3 South of line and lying & being the corresponding School Districts in the same proportion.

Plat of School Districts on line of the Toledo Peoria and Warsaw R.R. in Iroquois County and State of Illinois.

No 702 { *Taylor, Collr et all vs: Secor & Tracy* } *Page 352.*

	Per cent. by county b'd.		Per cent. by State b'd.	
	Added.	Ded'd.	Added.	Ded'd.
Personal property, (Schedule C)				
Lands, (" D)				
Lots, (" D)				

List of taxable property belonging to the Toledo, Peoria and Warsaw Railway Company in the County of Henderson, and State of Illinois, and the taxes levied thereon for the year 1873. 2:6 A

Where located—town, city, village, or school district.	What kind of property.	Right of way.		Track. Main.	Track. Side, second, or turn-out.	Value as listed by railroad co.	Value as assessed by town or district assessor. (Schedules C & D only.	Value as corrected and equalized by Bd. (Schedules C & D.) only.)	Value as assessed or equalized by State board.	Rate on $100, 36 cts.—State tax.		Rate on $100, 19 cts.—county tax.		Rate on $100, — cts.—town tax.		Rate on $100, — cts.—city tax.		Rate on $100, 13 cts.—registered bond tax.		Rate on $100, 13 cts.—district school tax.		Rate on $100, 13 cts.—road and bridge tax.		Rate on $100, 7 cts.—dist. road tax.		Rate on $100, 7 cts.—poor & relief tax.		Rate on $100, 5 cts.—bond tax.		Total tax.	
		Acres.	100ths.	Feet.	Feet.	Dollars.	Dollars.	Dollars.	Dollars.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Ct.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.
School district No. 4, township 8 north, of range 6 west.	RAILROAD TRACK.—A strip of land extending on each side of said railroad track, and embracing the same, &c	41	10	17,893		8,257 50			15,612 88																						
	That part of railroad track proportioned under sec. 43 of revenue law																														
	That part of railroad track not proportioned under sec. 43 of revenue law																														
	Proportion of rolling-stock					11,930			14,713 05																						
	Personal property, other than rolling-stock, (Schedule C)																														
	Total of real estate, other than railroad track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)																														
	" " " " (" D, lots.) " " " " lots																														
	Proportion of capital stock								28,919 79																						
						$20,187 98			$59,245 72	213	28	112	57					71	09	77	02	41	47	41	47	41	47	29	62	627	99
School district No. 1, township 8 north, of range 6 west.	RAILROAD TRACK.—A strip of land extending on each side of said railroad track, and embracing the same, &c	15	68	6,820	1,704	3,688 55			6,974 12											23c											
	That part of railroad track proportioned under sec. 43 of revenue law																														
	That part of railroad track not proportioned under sec. 43 of revenue law																														
	Proportion of rolling stock					4,547 40			5,607 95																						
	Personal property, other than rolling-stock, (Schedule C)																														
	Total of real estate, other than railroad track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)	4	95			24 25	48 50		34 92																						
	" " " " (" D, lots.) " " " " lots																														
	Proportion of capital stock								11,798 21																						
						$8,260 20			$24,415 20	87	89	46	39					29	30	56	15	17	09	17	09	17	09	12	22	283	92
School district No. 1, T. 9 and 10 N., R. 6 W.	RAILROAD TRACK.—A strip of land extending on each side of said railroad track, and embracing the same, &c					5,122 24			9,685											6c											
	That part of railroad track proportioned under sec. 43 of revenue law																														
	That part of railroad track not proportioned under sec. 43 of revenue law																														
	Proportion of rolling-stock																														
	Personal property, other than rolling-stock, (Schedule C)																														
	Total of real estate, other than railroad track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)																														
	" " " " (" D, lots.) " " " " lots																														
	Proportion of capital stock																														
						5,122 24			$9,685	34	87	18	40					11	62	5	81	6	78	6	78	6	78	4	84	95	88
	Total																													$1,007	09

Total assessed value of "railroad track" in said county, as certified by the auditor of public accounts to the county clerk of said county, for the year 187 ..... $32,272
Total assessed value of "proportion of rolling-stock" in said county, as certified by the auditor of public accounts to the county clerk of said county, for the year 187 ..... $20,321
Total assessed value of "proportion of capital stock" in said county, as certified by the auditor of public accounts to the county clerk of said county, for the year 187 ..... $40,718
$93,311

STATE OF ILLINOIS, *Henderson County, ss :*

I, D. L. Hanna, clerk of the county court in and for said county, do hereby certify that the within and foregoing is a true and correct statement of the assessment of the property of the Toledo, Peoria and Warsaw Railway Company in said county, including the assessment of the railroad track and rolling stock of said company, and also the proportion of the capital stock of said company, as certified to me by the auditor of public accounts, for the year A. D. 18 , and of the taxes levied thereon for said year; and that the equalization and rate of taxation as therein set forth are correct.

Witness my hand and the seal of said court, at my office in Oquawka, this sixth day of August, A. D. 1875.

[L. S.]

D. L. HANNA, *County Clerk.*

(Indorsed:) Henderson County, Ills. Statement of assessment and taxes of the T., P. & W. Railway Co. for the year A. D. 1873. Filed Sept. 2, 1875. Wm. H. Bradley, clk.

	Per cent. by county b'd.		Per cent. by State b'd	
	Added.	Ded'd.	Added.	Ded'd.
Personal property, (Schedule C,)				
Lands, (" D,)				
Lots, (" D,)				

List of taxable property belonging to the Toledo, Peoria and Warsaw Railroad Company, in the county of McDonough, and State of Illinois, and the taxes levied therein for the year 1875.

Where located—town, city, village, or school district.	What kind of property.	Right of way.		Track. Main.	Track. Side, second, or turn-out.	Value as listed by railroad co.	Value as assessed by town or district assessors, (Schedules C & D only.)	Value as corrected and equalized by co. b'd. (Schedules C & D only.)	Value as assessed or equalized by State board.	Rate on $100, 36 cts.—State tax.		Rate on $100, 31 cts.—county tax.		Rate on $100, 04 cts.—town tax.		Rate on $100, — cts.—city tax.		Rate on $100, 62 cts.—village tax.		Rate on $100, 19 cts.—district school tax.		Rate of $100, 04 cts.—road and bridge tax.		Rate on $100, — cts.—tax.		Rate on $100, — cts.—tax.		Rate on $100, 01 cts.—tax.		Total tax.	
		Acres.	100ths.	Feet.	Feet.	Dollars.	Dollars.	Dollars.	Dollars.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Ct.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.
Blandinville Tp.:																															
District No. 5	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c.																														
	That part of railroad-track proportioned under sec. 43 of revenue law	37	26	15,995	.....	7,570 35	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	That part of railroad-track not proportioned under sec. 43 of revenue law	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Proportion of rolling-stock	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Personal property, other than rolling-stock, (Schedule C)	.....	.....	.....	.....	4,762 63	.....	32,613	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracks.)	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	" " " (" D, lots.) " " " " lots.	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Proportion of capital stock	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
District No. 6, except village of Blandinville.	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c.																														
	That part of railroad-track proportioned under sec. 43 of revenue law	11	88	5,830	.....	3,037 20	.....	26,355	58,968	212	29	182	81	23	58	.....	.....	.....	.....	112	04	23	58	.....	.....	.....	.....	5	90	560	20
	That part of railroad-track not proportioned under sec. 43 of revenue law	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		74		.....		.....		.....		.....	
	Proportion of rolling-stock	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Personal property, other than rolling-stock, (Schedule C)	.....	.....	.....	.....	1,737 00	.....	12,472	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here.) (Assessed, by tracts)	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	" " " (" D, lots.) " " " " lots.	.....	.....	.....	.....	37 60	110	75	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Proportion of capital stock	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
Union district No. 10	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c.																														
	That part of railroad-track proportioned under sec. 43 of revenue law	5	52	1,320	.....	649 20	.....	9,607	22,154	79	76	68	68	8	87	.....	.....	.....	.....	163	94	8	87	.....	.....	.....	.....	2	22	332	34
	That part of railroad-track not proportioned under sec. 43 of revenue law	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		35		.....		.....		.....		.....	
	Proportion of rolling-stock	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Personal property, other than rolling-stock, (Schedule C)	.....	.....	.....	.....	393 00	.....	2,738	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	" " " (" D, lots.) " " " " lots	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Proportion of capital stock	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
District No. 3	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c.																														
	That part of railroad-track proportioned under sec. 43 of revenue law	10	83	6,395	.....	3,173 30	.....	2,175	4,912	17	69	15	24	1	97	.....	.....	.....	.....	17	30	1	97	.....	.....	.....	.....	50		54	67
	That part of railroad-track not proportioned under sec. 43 of revenue law	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		34		.....		.....		.....		.....	
	Proportion of rolling-stock	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Personal property, other than rolling-stock, (Schedule C)	.....	.....	.....	.....	1,963 30	.....	12,960	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	" " " (" D, lots.) " " " " lots	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Proportion of capital stock	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
Village of Blandinville, school district No. 6.	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c.																														
	That part of railroad-track proportioned under sec. 43 of revenue law	10	04	4,370	1,092	2,834 50	.....	10,535	23,495	84	59	71	84	9	40	.....	.....	.....	.....	79	89	9	40	.....	.....	.....	.....	2	35	257	47
	That part of railroad-track not proportioned under sec. 43 of revenue law	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		74		.....		.....		.....		.....	
	Proportion of rolling-stock	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Personal property, other than rolling-stock, (Schedule C)	.....	.....	.....	.....	1,301 25	.....	10,377	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)	.....	.....	.....	.....	30	120	80	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	" " " (" D, lots.) " " " " lots.	.....	.....	.....	.....	41 30	165	112	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Proportion of capital stock	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....		.....		.....		.....		.....		.....		.....		.....		.....	
	Total in Blandinville Tp	.....	.....	.....	.....	.....	.....	7,201	17,770	63	98	55	09	7	11	.....	.....	.....	.....	110	18	131	50	7	11	.....	.....	.....	.....	1	78	376	75
		.....	.....	.....	.....	.....	.....	.....	127,300	458	31	393	66	50	93	.....	.....	.....	.....	110	18	504	67	50	93	.....	.....	.....	.....	12	75	1,581	43

RECAPITUATION T. P. & W. R. R., 1873.

								Special town.						Special R. R. interest; R. R. interest.		R. Road damage.		R. R. interest.			
Notified January 5th, 1874.																					
Mound Township	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bushnell "	115,433	415	57	357	86	12	63	69	27	.....	.....	328	53	103	90	473	30	.....	.....	11	56	1,772	62
Walnut Grove "	70,265	252	96	217	83	17	58	.....	.....	.....	.....	78	34	31	63	358	37	.....	.....	7	04	963	75
Sciota "	118,647	427	15	367	82	35	62	.....	.....	27	51	332	96	74	17	166	12	44	52	11	88	1,487	75
Blandinville "	123,211	443	58	381	99	36	98	.....	.....	64	39	707	19	117	08	.....	.....	.....	.....	12	34	1,763	55
Total in McDonough County	127,300	458	31	393	66	50	93	.....	.....	110	18	504	67	50	93	.....	.....	.....	.....	12	75	1,581	43
	.....	1,997	57	1,719	16	153	74	69	27	202	08	1,951	69	377	71	997	79	44	52	55	57	7,569	10

STATE OF ILLINOIS, *McDonough County, ss:*

I, Allen L. Sparks, clerk of the county court in and for the county and State aforesaid, do hereby certify that the foregoing transcript contained on pages 16, 17, 18, 19, 20, and 21 of this book, exhibits a true and correct statement of Schedules A, B, C, and D, and capital stock belonging to the Toledo, Peoria and Warsaw Railroad Company, in McDonough County, as returned by said company and equalized by the board of supervision of said McDonough County, at their meeting in July, A. D. 1873, and as assessed by the State board of equalization, and returned to this office by the auditor of public accounts of the State of Illinois. That the values of Schedules C and D were neither increased or diminished by the said board of supervisors, and that the following is a list of taxes extended against said road for the year A. D. 1873, viz: State tax, $1,997.57; county tax, $1,719.16; town tax, $158.74; special town tax, 69.27; village tax, $202.08; district school tax, $1,951.69; road and bridge tax, $877.71; special R. R. interest, $997.79; road damage tax, $44.52; R. R.-interest tax, $55.57; and that said several extensions are correct.

In witness whereof I hereunto set my hand and affix the seal of said county, at my office in , this 10th day of December, in the year of our Lord one thousand eight hundred and seventy-three.

[COUNTY SEAL.]

ALLEN L. SPARKS, *Co. Clerk.*

STATE OF ILLINOIS, *McDonough County, ss:*

The people of the State of Illinois to Anthony Thornton, esq., of the county of McDonough, greeting:

You are hereby commanded to levy and collect from the Toledo, Peoria and Warsaw Railway Company, according to the role hereto annexed and herewith committed to you, the several sums of money mentioned in the several columns headed "Total tax," of said role, and contained on pages numbered 16, 17, 18, 19, 20, 21 thereof, the same being the assessment-role for the taxes assessed upon the property of the said Toledo, Peoria and Warsaw Railway Company in the several towns of McDonough County, for the current year A. D. 1873. You will proceed to collect the taxes mentioned in said list, and in case the said Toledo, Peoria and Warsaw Railway Company shall neglect or refuse to pay said taxes imposed thereon as aforesaid, for the year A. D. 1873, you shall levy the same by distress and sale of the personal property belonging to said Peoria and Warsaw Railway Company, within said county of McDonough, and out of the moneys collected by you, by virtue hereof, after deducting the legal fees and charges to which you are entitled, you pay over the residue to the State treasurer of said State, and other persons authorized by law to receive the same. Hereof fail not to make due return of your doings by virtue hereof, under the penalty of the law in such case made and provided.

In testimony whereof we have hereunto set our hands and affixed the seal of the county court at Macomb, this tenth day of December, in the year of our Lord, one thousand eight hundred and seventy-three.

[COUNTY SEAL.]

ALLEN L. SPARKS.

W. C. McLEOD, *Chairman of the Board of Supervisors of McDonough Co., Illinois.*

STATE OF ILLINOIS, *McDonough County, ss:*

I, Allen L. Sparks, clerk of the county court in and for said county, do hereby certify that the within and foregoing is a true and correct statement of the assessment of the property of the Toledo, Peoria and Warsaw Railway Company, in said county, including the assessment of the railroad track and rolling-stock of said Company, and also the proportion of the capital stock of said company, as certified to me by the auditor of public accounts, for the year A. D. 18 , and of the taxes levied thereon for said year; and that the equalization and rate of taxation as therein set forth are correct, as appears from the records in my office remaining.

Witness my hand and the seal of said court, at my office in city of Macomb, this eleventh day of August, A. D. 1875.

[SEAL.]

A. L. SPARKS, *Co. Clerk.*

(Indorsed:) Exhibit "H 9." McDonough County, Ills. Statement of assessment and taxes of the Toledo, Peoria and Warsaw Railway Co., for the year A. D. 1873. Filed Sept. 2, 1875. Wm. H. Bradley, clk.

	Per cent. by county b'd.		Per cent. by State b'd.	
	Added.	Ded'd.	Added.	Ded'd.
Personal property, (Schedule C.)				
Lands, (" D.)				
Lots, (" D.)				

List of taxable property belonging to the Toledo, Peoria and Warsaw Railroad Company in the county of McDonough and State of Illinois, and the taxes levied thereon for the year 1875.

Where located—town, city, village, or school district.	What kind of property.	Track. Right of way. Acres.	Right of way. 100ths.	Main. Feet.	Side, second, or turn-out. Feet.	Value as listed by railroad co. Dollars.	Value as assessed by town or district assessor, (Schedules C & D only.) Dollars.	Value as corrected and equalized by State b'd. Dollars.	Total value as assessed or equalized by State board. Dollars.	Rate on $100, 36 cts.—State tax. Dolls.	Cts.	Rate on $100, 31 cts.—county tax. Dolls.	Cts.	Rate on $100, 03 cts.—town tax. Dolls.	Cts.	Rate on $100, — cts.—city tax. Dolls.	Ct.	Rate on $100, 42 cts.—village tax. Dolls.	Cts.	Rate on $100, 23 cts.—district school tax. Dolls.	Cts.	Rate on $100, 09½ cts.—road and bridge tax. Dolls.	Cts.	Rate on $100, — cts.—tax. Dolls.	Cts.	Rate on $100, 01 cts.—R. R. interest tax. Dolls.	Cts.	Rate on $100, — cts.—tax. Dolls.	Cts.	Total tax. Dolls.	Cts.
Sciota Tp.:																															
School dist. No. 4	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c																														
	That part of railroad-track proportioned under sec. 43 of revenue law	18	73	7,280	.....	4,128 05	.....																								
	That part of railroad-track not proportioned under sec. 43 of revenue law					2,168 00	.....	15,368																							
	Proportion of rolling-stock						.....																								
	Personal property, other than rolling-stock, (Schedule C)						.....																								
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)						.....																								
	" " " " " (" D, lots.) " " " " lots						.....	11,997	37,365	98	52	84	84	8	21	.....	.....	.....	.....	62	94	26	00	.....	.....	.....	.....	2	74	283	25
	Proportion of capital stock						.....													90										
Union 9, village of Good Hope, in Sciota township.	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c						.....																								
	That part of railroad-track proportioned under sec. 43 of revenue law	8	33	3,630	1,435	2,362 30	.....																								
	That part of railroad-track not proportioned under sec. 43 of revenue law					1,080 90	.....	9,096																							
	Proportion of rolling-stock						.....																								
	Personal property other than rolling-stock, (Schedule C)					94 70	379	254																							
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)						.....																								
	" " " " " (" D, lots.) " " " " lots						.....	5,980	15,330	55	19	47	53	4	60	.....	.....	64	39	137	97	14	57	.....	.....	.....	.....	1	54	325	79
	Proportion of capital stock						.....														33										
School dist. No. 6	RAILROAD TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c						.....																								
	That part of railroad-track proportioned under sec. 43 of revenue law	17	58	8,130	.....	3,834 30	.....																								
	That part of railroad-track not proportioned under sec. 43 of revenue law					2,420 10	.....	16,552																							
	Proportion of rolling-stock						.....																								
	Personal property, other than rolling-stock, (Schedule C)						.....																								
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)						.....																								
	" " " " " (" D, lots.) " " " " lots						.....	13,397	29,949	107	82	92	85	8	99	.....	.....	.....	.....	98	84	28	46	.....	.....	.....	.....	3	00	325	96
	Proportion of capital stock						.....														40										
School dist. No. 1	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c						.....																								
	That part of railroad-track proportioned under sec. 43 of revenue law	18	06	7,860	.....	3,717 60	.....																								
	That part of railroad-track not proportioned under sec. 43 of revenue law					2,341 60	.....	16,021																							
	Proportion of rolling-stock						.....																								
	Personal property, other than rolling-stock, (Schedule C)						.....																								
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)						.....																								
	" " " " " (" D, lots.) " " " " lots						.....	12,950	28,971	104	30	89	82	8	70	.....	.....	.....	.....	115	89	27	53	.....	.....	.....	.....	2	90	349	14
	Proportion of capital stock						.....													1	35										
Village of Sciota, school dist. No. 10	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c						.....																								
	That part of railroad-track proportioned under sec. 43 of revenue law	12	53	5,460	1,530	3,301 36	.....																								
	That part of railroad-track not proportioned under sec. 43 of revenue law					1,635 82	.....	12,460																							
	Proportion of rolling-stock					20 00	120	80																							
	Personal property, other than rolling-stock, (Schedule C)					21 30	85	58																							
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)						.....																								
	" " " " " (" D, lots.) " " " " lots						.....	8,998	21,596	77	75	66	95	6	48	.....	.....	.....	.....	291	55	20	52	.....	.....	.....	.....	2	16	465	41
	Proportion of capital stock						.....																								
	Total in Sciota Tp						.....		123,211	443	58	381	99	36	98	.....	.....	64	39	707	19	117	08	.....	.....	.....	.....	12	34	1,763	55

	Per cent. by county b'd.		Per cent. by State b'd.	
	Added.	Ded'd.	Added.	Ded'd.
Personal property, (Schedule C,)				
Lands, (" D,)				
Lots, (" D,)				

List of taxable property belonging to the Toledo, Peoria and Warsaw Railroad Company, in the county of McDonough and State of Illinois, and the taxes levied thereon for the year 1873.

Where located—town, city, village, or school-district.	What kind of property.	Right of way.		Track. Main.	Track. Side, second, or turn out.	Value as listed by railroad co.	Value as assessed by town or district assessor, (Schedules C & D only.)	Value as corrected and equalized by co. b'd.	Total value as assessed or equalized by State board.	Rate on $100, 36 cts.—State tax.		Rate on $100, 31 cts.—county tax.		Rate on $ 00, 01 cts.—town tax.		Rate on $100, — cts.—city tax.		Rate on $100, — cts.—village tax.		Rate on $100, 62 cts.—district school-tax.		Rate on $100, 09 cts.—road and bridge tax.		Rate on $100, 06 cts.—tax.		Rate on $100, 41 cts.—tax.		Rate on $100, 01 cts.—tax.		Total tax.	
		Acres.	100ths.	Feet.	Feet.	Dollars.	Dollars.	Dollars.	Dollars.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Ct.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.	Dolls.	Cts.
Mound Tp:																															
School-dist. No. 10	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c																														
	That part of railroad-track proportioned under sec. 43 of revenue law	25	85	11,160	1,476	5,643 30																									
	That part of railroad-track not proportioned under sec. 43 of revenue law							23,459																							
	Proportion of rolling-stock					3,323																									
	Personal property, other than rolling-stock, (Schedule C)																														
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)					68 90	2 76	185																							
	" " " " (" D, lots.) " " " " lots																														
	Proportion of capital stock							18,388	42,032	151	32	130	30	4	21							260 19c.	60	37	83	25	22	172	34	4	21	786	03
District No. 4	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c																														
	That part of railroad-track proportioned under sec. 43 of revenue law	21	29	9,710		4,582 40																									
	That part of railroad-track not proportioned under sec. 43 of revenue law							19,752																							
	Proportion of rolling-stock					2,893																									
	Personal property, other than rolling-stock, (Schedule C)																														
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)																														
	" " " " (" D, lots) " " " " lots																														
	Proportion of capital stock							16,000	35,752	128	71	110	84	4	21							67	93	32	18	21	46	146	59	3	58	515	50
District No. 9	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c																														
	That part of railroad-track proportioned under sec. 43 of revenue law	23	46	10,214		4,830 90																									
	That part of railroad-track not proportioned under sec. 43 of revenue law							20,819																							
	Proportion of rolling-stock					3,059 88																									
	Personal property, other than rolling-stock, (Schedule C)					31																									
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)																														
	" " " " (" D, lots.) " " " " lots																														
	Proportion of capital stock							16,830	37,649	135	54	116	72	4	21							No levy		33	89	22	59	154	37	3	77	471	09
	Total in Mound Tp								115,433	415	57	357	86	12	63							32	53	103	90	69	27	473	30	11	56	1,772	62
City of Bushnell	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c																														
	That part of railroad-track proportioned under sec. 43 of revenue law	12	50	7,170	2,346	4,593 30								024																	
	That part of railroad-track not proportioned under sec. 43 of revenue law																														
	Proportion of rolling-stock					2,135 01		20,607																							
	Personal property, other than rolling-stock, (Schedule C)					50	209	134																							
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)					51 80	207	138																							
	" " " " (" D, lots.) " " " " lots					100 00	400	272																							
	Proportion of capital stock							11,810	32,961	118	66	102	18	8	25							No levy		14	84			168	11	3	30	415	34
Bushnell, Tp.:																															
Dist. No. 3	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c																														
	That part of railroad-track proportioned under sec. 43 of revenue law	23	26	10,120		31 55																	21								
	That part of railroad-track not proportioned under sec. 43 of revenue law																														
	Proportion of rolling-stock					13 43		20,629																							
	Personal property, other than rolling-stock, (Schedule C)																														
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)																														
	" " " " (" D, lots.) " " " " lots																														
	Proportion of capital stock							16,675	37,304	134	30	115	65	9	33							78	34	16	79			190	26	3	74	548	41
	Total in Bushnell Tp								70,265	252	96	247	83	17	58							78	34	31	63			358	37	7	04	963	75
Walnut Grove, Tp.:																															
School dist. No. 7	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c													03										Road tax.	dam age						
	That part of railroad-track proportioned under sec. 43 of revenue law	31	13	13,580	1,250	50 30																	11	061	034	14					
	That part of railroad-track not proportioned under sec. 43 of revenue law																														
	Proportion of rolling-stock					41 00		29,081																							
	Personal property, other than rolling-stock, (Schedule C)																														
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)					16	184	123																							
	" " " " (" D, lots) " " " " lots																														
	Proportion of capital stock							22,370	51,574	185	67	159	88	15	48							56	74	32	24	19	35	72	21	5	16	546	73
Dist. No. 8	RAILROAD-TRACK.—A strip of land extending on each side of said railroad track, and embracing the same, &c																														
	That part of railroad-track proportioned under sec. 43 of revenue law	27	94	12,170		55 30																	17								
	That part of railroad-track not proportioned under sec. 43 of revenue law																														
	Proportion of rolling-stock					26 00		24,806																							
	Personal property, other than rolling-stock, (Schedule C)																														
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)																														
	" " " " (" D, lots.) " " " " lots																														
	Proportion of capital stock							20,650	44,856	161	49	139	06	13	46							76	26 90	28	03	16	83	62	80	4	49	502	42
Dist. Union 9, except village Good Hope.	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c																														
	That part of railroad-track proportioned under sec. 43 of revenue law	9	75	4,250		15 20																									
	That part of railroad-track not proportioned under sec. 43 of revenue law																														
	Proportion of rolling-stock					16 10		8,661																							
	Personal property, other than rolling-stock, (Schedule C)																														
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)																														
	" " " " (" D, lots.) " " " " lots																														
	Proportion of capital stock							7,073	15,667	56	41	48	57	4	71							141	01	9	80	5	88	21	94	1	57	289	89
Village of Good Hope in Walnut Grove, school dist. Union 9.	RAILROAD-TRACK.—A strip of land extending on each side of said railroad-track, and embracing the same, &c																														
	That part of railroad-track proportioned under sec. 43 of revenue law	4	04	1,760		832 40																42									
	That part of railroad-track not proportioned under sec. 43 of revenue law																						90								
	Proportion of rolling-stock					524 67		3,650																							
	Personal property, other than rolling-stock, (Schedule C)																														
	Total of real estate other than railroad-track in said (Schedule D, lands.) Recapitulated here. (Assessed by tracts)																														
	" " " " (" D, lots.) " " " " lots																														
	Proportion of capital stock							2,900	6,550	23	58	20	31	1	97					27	51	58		4	10	2	46	9	17		66	148	71
	Total in Walnut Grove Tp								130,347	427	15	367	82	35	62					27	51	332	96	74	17	44	52	166	12	11	88	1,487	75

SCHEDULE A.—RAILROAD TRACK.								SCHEDULE B.—ROLLING-STOCK.		SCHEDULE C.—PERSONAL PROPERTY.		SCHEDULE D.
Description.	Sec.	Town.	Range.	Length.	Width.	Acres.	Value.	Main track.	Value.	Value.	Value.	Total value.
				Feet.	*Feet.*		*Dollars.*	*Feet.*	*Dollars.*	*Dollars.*	*Dollars.*	
Right of way												21
E. ½ N. E. ¼	36	26	4	1,810	100	4.16	21					
W. ½ "	"	"	"	50	"	.12	1					
E. pt. S. E. ¼	"	"	"	880	"	2.03	10					
W. pt. "	"	"	"	550	"	1.26	6					
S. W. ¼	"	"	"	2,770	"	6.36	32					
W. ¼ N. W. ¼	"	"	"	80	"	.19	1					
E. ½ N. E. ¼	35	"	"	1,540	"	3.54	18					148
W. ½ "	"	"	"	1,440	"	3.31	17					
E. ½ N. W. ¼	"	"	"	1,340	"	3.08	15					
W. ½ "	"	"	"	1,380	"	3.17	16					
N. E. ¼	34	"	"	2,750	"	6.32	32					
N. W. ¼	"	"	"	1,560	"	5.38	18					
S. W. ¼	"	"	"	1,070	"	2.46	12					
S. E. ¼	33	"	"	2,850	"	6.54	33					
S. W. ¼	"	"	"	1,670	"	3.83	19					
N. W. ¼	"	"	"	1,690	"	3.88	19					
N. E. ¼	32	"	"	1,570	"	3.60	18					167
E. ½ S. E. ¼	29	"	"	1,010	"	2.32	12					
W. ½ "	"	"	"	2,100	"	4.82	24					
N. E. ¼	"	"	"	330	"	1.00	5					
N. W. ¼	"	"	"	650	"	1.49	7					
Illinois River	"	"	"	650	"							
Side track						3.436		1,031				1,031
Main "						15,150		6,818				6,818
" "						12,780		6,116				6,116
" "						1,810		995				905
									1,810	539		539
									12,780	3,806		3,806
									15,150	4,512		4,512
											Capital stock	
											Same	
											Same	
						67.06	15,206	29,740	8,857			24,063

Equalized value by county board.	Equalized value by State board.	State tax.	County tax.	Town tax.	Sch'l tax.	Road tax.	Railroad tax.	County reg. bond.	Tax.	Tax.	Corporation tax.	Tax.	Total tax.	No. sch'l dis.	Remarks.
		Dolls. Cts.	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*		
	314,819	1,133 61	1,794 55	55 33	974 79	56 70	340 34	94 70			67 99		4,518 01		

Witness R. D. Smith, clerk of the county court of Tazewell County, and the seal of said court hereunto affixed, at Pekin, this 15th day of December, A. D. 1873.
R. D. SMITH, *Clerk.* [SEAL.]

STATE OF ILLINOIS, *Tazewell County, ss:*

I, Richard D. Smith, county clerk of Tazewell County, in the State of Illinois, do hereby certify that the five (5) foregoing pages, numbered respectively as follows, to wit, 61, 62, 63, 64, 71, contain and are a full, true, correct, and complete transcript from the railroad tax-book of said county, for the year A. D. 1873, of all matters and things relating to the property of the Toledo, Peoria & Warsaw Railroad Company, and the taxes thereon. And I do further certify that the amount of tax extended on each one hundred dollars of valuation in said county, for the year A. D. 1873, for the several purposes and in the several localities hereinafter specified, was as follows, respectively, to wit: For "State tax" in the county of Tazewell, thirty-six (36) cents; for payment of interest on bonds issued by Tazewell County and registered in the auditor's office at Springfield, in the county of Tazewell, (co. reg. bond tax,) three (3) cents; for county purposes in the county of Tazewell, ("county tax,") fifty-seven (57) cents; for town purposes in the town of Fond du Lac, ("town tax,") five (5) cents; for payment of interest on bonds issued in aid of railroads by the town of Washington in the town of Washington, ("railroad tax") sixteen & two-thirds (16⅔) cents; for road purposes on all property in the town of Washington and outside of the village of Washington, ("road tax,") three and two-tenths (3 2 10) cents; for corporation purposes in the village of Washington, ("corporation tax,") twenty (20) cents; for school purposes ("sch'l tax") in the following-named districts, respectively, to wit:

In school-district number four, (4,) township 26 N., range 4 W., thirty-one (31) cents; in school-district number nine, (9,) township 26 N., range 4 W., twenty (20) cents; in school-district number three, (3,) township 26 N., range 4 W., forty (40) cents, said three districts above named being situate in the town of Fon' du Lac; in school-district number six, (6,) township 26 N., range 2 W., thirteen (13) cents; in school-district number seven, (7,) township 26 N., range 2 W., thirty-five (35) cents; in school-district number five, (5,) township 26 N., range 3 W., fifty-two (52) cents; in school-district number four, (4,) township 26 N., range 3 W., twenty-five (25) cents; in school-district number sev., (7,) township 26 N., range 3 W., eighteen (18) cents; in school-district number three, (3,) township 26 N., range 3 W., twenty-seven (27) cents; in school-district number eight, (8,) township 26 N., range 3 W., sixteen (16) cents; in school-district number nine, (9,) township 26 N., range 3 W., thirty-one (31) cents, said eight last-mentioned districts being situate in the town of Washington.

All of which appears to me from the books and papers proper evidence in my office remaining.

In testimony whereof I have hereunto set my name and affixed the seal of the county court of said county, at the city of Pekin, on this the 17 day of August, A. D. 1875.
[SEAL.]
R. D. SMITH, *Clerk.*
W. BURDETTE, *Deputy.*

(Endorsed:) Filed Sept. 2, 1875. W. H. Bradley, clerk.

SCHEDULE A.								SCHEDULE B.	SCHEDULE C. Personal property.	SCHEDULE D.	Total value	Equalized value by county board.	Equalized value by State board.	State tax.	County tax.	Town tax	School tax.	Road tax.	Tax.	County reg. bond tax.	Tax.	Tax.	Tax.	Tax.	Total tax.	No. sch'l dis.	Remarks.
Description.	Sec.	Town.	Range.	Length.	Width.	Acres. Page 64.	Value.	Value.	Value.	Value.																	
							Dollars.	*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*		
													75	27	43	04	15			03				93	U 9	

TOLEDO, PEORIA AND WARSAW R. R. CO.

STATE OF ILLINOIS, *Tazewell County, ss:*

I, R. D. Smith, clerk of the county court in and for said county of Tazewell, and State of Illinois, do hereby certify that the foregoing pages, numbered from forty-two to sixty-nine, (42 to 69,) inclusive, contain a correct statement of the property of each of the several railroad companies in said county, and the taxes levied thereon, according to law, for the year 1873. And I do further certify that pages 72 and 73 contain a correct statement of the property and taxes assessed thereon against the Western Union Telegraph Company, and that the foregoing abstract is correct and true, showing the whole amount to be received from each and all of the said corporations.

Witness my hand and seal, at Pekin, this 15th day of December, 1873.

[SEAL.]

R. D. SMITH, *Clerk.*
W. BURDETTE, *Deputy.*

								530					530	1 91	3 03	27	2 12			16					7 49	3	
								600					600	2 16	3 42	30	1 86			18					7 92	4	
								2,630					2,630	9 47	15 00	1 32	8 15			79					34 73	4	
								16,429					16,429	59 12	93 60	8 21	50 90			4 53					216 76	"	
								14,731					14,731	53 03	83 97	7 37	58 93			4 42					207 72	3	
								2,180					2,180	7 85	12 42	1 09	4 36			66					26 38	9	
								1,488					1,488	5 35	8 48	75	2 98			45					18 01	"	
								10,505					10,505	37 81	59 88	5 25	42 02			3 16					148 12	3	
								12,485					12,485	44 95	71 15	6 25	38 71			3 75					164 81	4	
								2,980					2,980	10 73	16 99	1 49	5 96			90					36 07	9	
								21,037					21,037	75 74	119 91	10 52	84 15			6 32					296 64	3	
								24,948					24,948	89 90	142 20	12 47	87 34			7 49					339 40	4	
								110,609					110,609	398 29	630 48	55 33	387 63			33 34					1,504 97		

Collector's warrant.

STATE OF ILLINOIS, *Tazewell County, ss:*

The People of the State of Illinois, to Thomas Cooper, collector of Tazewell County, Illinois, for 1873:

You are hereby commanded to collect from the several persons named in the roll hereto annexed and herewith committed to you (the same being the tax-assessment upon the property of said persons for the current year) the several sums entered in the column of "Total" opposite their respective names. In case any person named in this book shall neglect or refuse to pay his tax, you shall levy the same by distress and sale of the goods and chatties of such person. Out of the monies collected by virtue hereof, after deducting the compensation to which you are legally entitled, you will pay over as follows, to wit, to the treasurer of the State of Illinois, all monies collected from the following-named persons, to wit: The Chicago, Pekin and Southwestern R. R. Co., the Indianapolis, Bloomington and Western R. R. Co., and the Toledo, Wabash and Western R. R. Co.; also, all monies received for State tax, county registered bond tax, town registered bond tax, and city registered bond tax from all other persons therein named; to the proper officer or officers the amount of tax collected for the support of highways and bridges, from all persons not hereinbefore named; to the supervisors of the several towns the monies received from persons not hereinbefore named, for town tax upon property in their respective townships; to the proper school officers the district school tax, except that upon the property of persons hereinbefore named; and to the proper officer of any city or incorporated village the taxes or special assessments collected by you from persons not hereinbefore named for such city or incorporated village at the time and in the manner directed by law.

All of which payments herein specified to be made, you are required to make and return this book to the county clerk according to law.

Hereof fail not, and make return of your doings by virtue hereof under the penalties of the law in such case made and provided.

List of taxable property belonging to the T., P. & W. R. R. Co. in the town of Washington, in the county of Tazewell, and State of Illinois, assessed for the year 1873.

Description.	Sec.	Town.	Range.	Length, feet.	Width, feet.	Acres.	Value.	Sch. B.—Rolling Stock. Main track.	Sch. B.—Rolling Stock. Value.	Sch. C.—Personal property. Value.	Sch. D. Value.	Total value.	Equalized value by county board.	Equalized value by State board.	State tax.	County tax.	Town tax.	Schl. tax.	Road tax.	Tax.	County reg. bond tax.	Tax.	Tax.	Railroad tax.	Corporation tax.	Total tax.	No. sch. dis.	Remarks.
Right of way							Dollars.	Feet.	Dollars.	Dollars.	Dollars.		Dollars.	Dollars.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.		
S. E. ¼	9	26	2	160	{50 E. end. {0 W. end.	.92	5							16,894	60 82	96 30		21 97	5 41		5 07			28 16		217 73	6	26, 2
E. ¼ N. E. ¼	16	"	"	1,370	100	3.15	16	1,370						2,878	10 36	16 40		10 07	92		87			4 80		43 42	7	26, 2
W. ½ " "	"	"	"	1,370	"	3.15	16	1,370						3,251	11 71	18 53		16 91	1 05		98			5 42		54 60	5	26, 3
N. W. ¼	"	"	"	2,740	"	6.92	35	2,740						6,779	24 40	38 64		40 26			2 04			11 30	13 56	130 20	5	" " C.
N. E. ¼	17	"	"	2,740	"	6.92	35	2,740				175		4,925	17 74	28 07		13 32	1 58		1 48			8 21		69 40	4	" "
E. ½ N. W. ¼	"	"	"	1,370	"	3.15	16	1,370						6,430	23 15	36 65		11 58	2 06		1 93			10 72		86 09	7	" "
W. ½ " "	"	"	"	1,370	"	3.15	16	1,370						4,624	16 65	26 36		12 49	1 48		1 39			7 71		66 08	3	" "
E. ½ N. E. ¼	18	"	"	1,370	"	3.15	16	1,370						3,626	13 09	20 73		6 05	1 17		1 10			6 06		48 20	8	" "
W. ½ " "	"	"	"	1,370	"	3.15	16	1,370						7,610	27 40	43 38		23 60	2 44		2 28			12 69		111 79	9	" "
N. W. ¼	"	"	"	330	"	.76	4	330																				
S. W. ¼	"	"	"	2,390	"	5.49	27	2,390				27		36	13	24		13	02		02			06		57	7	26, 2
E. ½ S. E. ¼	13	26	3	1,350	"	3.10	15	1,350				31		717	2 59	4 09		1 80	2 30		22			1 29		12 29	4	26, 3
N. W. ¼ "	"	"	"	1,350	"	3.10	16	1,350						215	78	1 23		68	07		07			36		3 19	9	" "
								50						11,525	41 50	65 69		14 99	3 69		3 46			19 21		148 54	6	26, 2
E. ½ S. W. ¼	"	"	"	1,415	"	3.25	32	1,415																				
S. W. ¼ "	"	"	"	1,420	"	3.26	33	1,420				108		1,966	7 08	11 21		6 89	63		59			3 28		29 68	7	" "
N. W. ¼ N. E. ¼	23	"	"	890	"	3.05	30	890						2,220	8 00	12 65		11 55	71		67			3 54		37 12	5	" 3
S. W. ¼ "	"	"	"	575	"	1.32	13	575						5,050	18 18	28 79		26 35			1 52			8 42	10 10	93 36	5	" " C.
N. E. ¼ S. E. ¼ S. W. ¼	"	"	"	460	"	1.06	5	460						4,625	16 66	26 36		11 57	1 48		1 39			7 71		65 17	4	" "
S. ½ S. E. ¼	"	"	"	1,060	"	2.43	12	1,060						3,370	12 14	19 20		6 07	1 08		1 02			5 61		45 13	7	" "
E. pt. S. W. ¼	"	"	"	410	"	.94	5	410						7,543	27 16	42 99		20 37	2 42		2 27			12 58		107 79	3	" "
W. pt. "	"	"	"	1,710	"	4.64	20	1,710				66		2,485	8 96	14 16		4 10	80		75			4 15		32 92	8	" "
N. E. ¼ S. E. ¼	22	"	"	100	50	.12	1							5,190	18 69	29 58		16 09	1 66		1 56			8 65		76 23	9	" "
S. E. ¼ "	"	"	"	1,740	100	4.00	20	1,740						25	09	15			01		01			05		30	"	" "
W. ½ " "	"	"	"	250	"	.57	3	250						25	09	15		13			01			05		48	5	" " C.
N. E. ¼	27	"	"	1,380	"	3.17	16	1,380				47		102,019	367 37	581 52		276 05	30 98		30 70		05	169 95	23 71	1,480 28		
N. W. ¼	"	"	"	2,710	"	6.22	31	2,110						99,643	358 73	567 99		296 30	25 03		29 95			166 10	43 17	1,487 27		
N. E ¼	28	"	"	2,670	"	6.13	30	2,670						2,548	9 22	14 56		14 81	69		81			4 29	4 11	45 49		
N. W. ¼	"	"	"	2,610	"	5.99	30	2,670						204,210	735 32	1,164 07		587 16	56 70		61 46			340 34	67 99	3,013 04		
E. ½ N. E. ¼	29	"	"	1,380	"	3.17	16	1,380				105																
W. ½ " "	"	"	"	1,700	"	3.91	20	1,700																				
S. E. ¼ N. W. ¼	"	"	"	760	"	1.75	9	260																				
S. W. ¼	"	"	"	3,010	"	6.91	34	3,020				34																
S. pt. S. E. ¼	30	"	"	1,490	"	3.42	17	1,490																				
N. pt	"	"	"	1,390	"	3.19	16	1,390				72																
E. ½ S. W. ¼	"	"	"	1,580	"	3.63	18	1,580																				
N. W. ¼	31	"	"	1,860	"	4.25	21	1,860						110,609	398 29	630 48	55 33	387 63			33 24					1,504 97		
						121.89	665	51,660						204,210	735 32	1,164 07		587 16	56 70		61 46			340 34	67 99	3,013 04		
WASHINGTON.	Sub-lot.	Lot.	Block.	Track Main.	Track Side.																							
W. ½ main street				40	40			40																				
50 feet wide across strip	E	15	1	90	120		10	90																				
" " "		4	11	60	120		15	60																				
20 ft. off N. W. corner		3	"				10					45																
50 ft. W. side		5	"	60	120		10	60																				
Carried over				250	400	121.89	710	51,910				710		314,819	1,133 61	1,794 55	55 33	974 79	56 70		94 70			340 34	67 99	4,518 01		

SCHEDULE A.—RAILROAD TRACK.								SCHEDULE B.—ROLLING-STOCK.		SCHEDULE C.—PERSONAL PROPERTY.		SCHEDULE D.																
Description.	Sec.	Town.	Range.	Track. Main. Length.	Track. Side. Width.	Acres.	Value.	Main track.	Value.	Value.	Value.	Total value.	Equalized value by county board.	Equalized value by State board.	State tax.	County tax.	Town tax.	School tax.	Road tax.	Tax.	County reg. bond tax.	Tax.	Tax.	Railroad tax.	Corporation tax.	Total tax.	No. sch'l dis.	Remarks.
Right of way—Cont'd.	*Sub-lot.*	*Lot.*	*Block.*	*Feet.*	*Feet.*		*Dollars.*	*Feet.*	*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Tax.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*		
WASHINGTON.																												
50 ft. wide		6	1	60	120		10																					
" " "		7	"	60	120		10																					
" " "		8	"	85	170		10																					
" " "		9	"	35	70		5																					
Jefferson street				100	200																							
50 ft. wide		14	2	70	140		10																					
Market street				110	220																							
50 ft. wide		3	5	15	30		5																					
Alley				20	40																							
50 ft. wide		2	"	90	180		15																					
25½ ft. off N. W. corner		1	"				5																					
Alley																												
Sample's addition				20	40																							
50 ft. wide		5		75	150		15																					
25 ft. off N. E. corner		6					5																					
Washington street				90	180																							
20 ft. off N. W. corner		9					5																					
50 ft. wide		10		65	130		10					220		790	2 85	4 51		4 11			24			1 32	1 58	14 61	5	C.
Wood street				60	120																							
100 ft. wide		11		70	140		10																					
" " "		12		20	40		5																					
20 ft. off S. E. corner		13					5																					
Alley				20	33																							
35 ft. off S. E. corner		24					5																					
100 ft. wide		23		50	50		15			Capital stock				23, 127	83 26	131 81		30 07	7 41		6 94			38 55		298 04	6	26, 2
" " "		22		83	83		20			Same				3, 939	14 18	22 46		13 79	1 27		1 19			6 57		59 46	7	" "
Alley				20	20					Same				4, 450	16 02	25 37		23 14	1 43		1 34			7 42		74 72	5	26, 3
100 ft. wide		21		60	42		15			Same				10, 132	36 48	57 76		52 69			3 04			16 89	20 27	187 13	5	" " C.
45 ft. off S. E. corner		20					5			Same				9, 280	33 41	52 90		23 20	2 97		2 79			15 47		130 74	4	" "
Peoria street				100						Same				6, 741	24 27	38 42		12 15	2 16		2 03			14 23		90 26	7	" "
Crane's addition										Same				15, 132	54 47	86 26		41 13	4 85		4 54			25 22		216 47	3	" "
50 ft. off N. W. corner		16	2				5			Same				4, 978	17 92	28 37		8 28	1 60		1 50			8 30		36 97	8	" "
100 " wide		17	"	70			10			Same				10, 418	37 51	59 39		32 30	3 34		3 13			17 37		153 04	9	" "
" " "		18	"	75			10																					
" " "		19	"	75			10																					
Main track				6, 148			2, 982					2, 982		7, 182	25 85	40 94		37 36			2 16			11 97	14 37	132 65	5	C.
Side "				2, 880			870					870		2, 219	7 99	12 65		11 55			67			3 69	4 44	40 90	"	"
Improvements: Section house							60																					
½ of station							250					350		1, 255	4 52	7 15		6 53			38			2 10	2 51	23 19	5	C.
Office							15																					
C Carpenter-shop							25																					
Carried over							4, 422					4, 422		99, 643	358 73	567 99		296 30	25 03		29 95			166 10	43 17	1, 487 27		

List of taxable property belonging to the T. P. & W. R. R. Co. in the town of Washington, in the county of Tazewell, and State of Illinois, assessed for the year 1873.

SCHEDULE A.—RAILROAD TRACK.								SCHEDULE B.—ROLLING-STOCK.		SCHEDULE C.—PERSONAL PROPERTY.		SCHEDULE D.	Equalized value by county board.	Equalized value by State board.	State tax.	County tax.	Town tax.	Schl. tax.	Road tax.	County reg. bond tax.	Tax.	Tax.	Tax.	Railroad tax.	Corporation tax.	Total tax.	No. schl. dis.	Remarks.
	Sec.	Town.	Range.	Length.	Width.	Acres.	Value.	Main track.	Value.	Value.	Value.	Total value.															
				Feet.	*Feet.*		*Dollars.*	*Feet.*	*Dollars.*	*Dollars.*	*Dollars.*		*Dollars.*	*Dollars.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*	*Dolls. Cts.*		
Main track				14,030			7,015					7,015															
" "				2,390			1,195					1,195															
" "				2,700			1,350					1,350															
" "				5,630			2,815					2,815															
" "				4,090			2,045					2,045															
" "				5,340			2,670					2,670		628	2 27	3 58		82	21	19				1 05		8 12	6	26-2.
" "				3,840			1,920					1,920															
" "				3,020			1,510					1,510															
" "				6,320			3,160					3,160															
Improvements on right of way:																											
¼ telegraph-office S. W. ¼	18	26	2				10					10															
Water-tank & horse-power S. W. ¼	23	26	3				200					200		97	35	56		34	04	03				17		1 49	7	" "
Section-house "	30						60					60		111	40	64		58	04	04				19		1 89	5	26-3.
								14,030	4,176			4,176															
								2,390	712			712															
								2,700	805			805		387	1 40	2 21		2 01		12				65	78	7 17	5	C.
								6,148	1,830			1,830															
								5,630	1,676			1,676															
								4,090	1,220			1,220															
								9,180	2,733			2,733															
								3,020	900			900															
Tools, &c								6,320	1,880			1,880		237	86	1 35		58	08	08				40		3 35	4	
" "	30	26	3							30		30															
Total							23,950		15,932	60		39,942															
From page 63							4,422					4,422		170	62	97		31	06	06				29		2 31	7	
" " 62							710					710															
Total for Washington							29,082		15,932	60		45,074															
RECAPITULATION.														3 76	1 36	2 15		1 02	13	12				63		5 41	3	
	Schedule A.—Track.																										
	Main.		Side.		Right of way.		Improvements.							1 22	44	70		20	04	04				21		1 63	8	
	Feet.	Value.	Feet.	Value.	Acres.	Value.	Value.							2 58	93	1 47		8 10	09	08				43		11 10	9	
Fon du Lac	29,740	13,839	3,436	1,031	67.06	336		8,857				24,063															
Washington	53,508	26,662	2,880	870	121.89	665	620	15,932	60			45,074															
					Lots. 188.95	265 1,266	620	24,789	60			69,137		1 62	59	93		85	05					27	33	3 02	5	C.
														2,548	9 22	14 56		14 81	69	81				4 29	1 11	45 49		